
TIGARD CITY COUNCIL
MEETING

March 19, 2002 6:30 p.m.

TIGARD CITY HALL
13125 SW HALL BLVD
TIGARD, OR 97223



PUBLIC NOTICE:

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, Ext. 309 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead-time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting date by calling: 503-639-4171, x309 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL WORKSHOP MEETING
March 19, 2002

6:30 PM

1. WORKSHOP MEETING
 - 1.1 Call to Order - City Council
 - 1.2 Roll Call
 - 1.3 Pledge of Allegiance
 - 1.4 Council Communications & Liaison Reports
 - 1.5 Call to Council and Staff for Non Agenda Items

2. JOINT MEETING WITH TIGARD-TUALATIN SCHOOL DISTRICT REPRESENTATIVES
 - Discussion of School District Facilities Bond

3. JOINT MEETING WITH THE LIBRARY BOARD
 - Children's Programs
 - Annual Survey Results
 - Career Resources
 - Circulation/Special Collections
 - Volunteer Program
 - How reading makes a difference in the lives of young people
 - Update about the proposed new library

4. UPDATE ON TRI-MET ACTION PLAN
 - a. Staff Report: Community Development Staff
 - b. Council Discussion

5. DISCUSSION OF STREET MAINTENANCE FEE STUDY REPORT
 - a. Staff Report: Engineering Staff
 - b. Council Discussion

6. DISCUSSION OF OPTIONS FOR COOK PARK CONCESSIONS
 - a. Staff Report: Public Works Staff
 - b. Council Discussion

7. COUNCIL LIAISON REPORTS

8. NON-AGENDA ITEMS

9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(3), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

10. ADJOURNMENT

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AGENDA ITEM # _____
FOR AGENDA OF March 19, 2002

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting with Tigard-Tualatin School District (TTSD) Representatives to Discuss the School District Facilities Bond

PREPARED BY: Cathy Wheatley DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Listen to presentation from TTSD representatives and discuss the proposed School District Facilities Bond.

STAFF RECOMMENDATION

N/A – Discussion item.

INFORMATION SUMMARY

Representatives from the TTSD will attend the March 19, 2002, Council Workshop Session to present to Council the proposed School Facilities Bond, which will appear on the May 2002 ballot. A copy of the presentation that will be reviewed with Council is attached.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Schools and Education: Goal No. 4 – Government policies will permit the Tigard-Tualatin School District to prepare for growth and maximize the quality of services it provides students. Strategy: Support policy changes that will promote the District's ability to provide adequate school facilities.

ATTACHMENT LIST

1. PowerPoint slides that will be shown to the City Council during the March 19, 2002, Council meeting.
-

FISCAL NOTES

N/A

PlanCom

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Community Forum Presentation
March, 2002

Plancom@ttsd.k12.or.us

PlanCom membership

- Lisa Albert
- John Anderson
- Jeff Barry
- Steve Chrisman
- Shawn Coleman
- Rhoda Culin
- Gene Foster
- Vanessa Foster
- Jonathan Gray
- Dovina Greco
- Fred Holcomb
- Ginni Jensen
- Jan Kittelson
- Trish McNamara
- Brian Moore
- Stefan Richter
- Shelley Ruble
- Leslie Scheurich
- Gene Simshauser

Superintendent's Charge:

- Develop a rolling Long Range Strategic Facility Plan
- **PlanCom has:**
 - Toured district schools;
 - Studied 10-year enrollment projections and estimated potential maximum student enrollment;
 - Studied school size research, alternative funding options and magnet school programs;
 - identified property needs for additional school sites, and proposals for using existing property (*taking into consideration legal deadlines for school construction on the Avery and Alberta Rider properties*).

PlanCom has also:

- Weighed the **cost benefit** of building new schools vs. spending substantial dollars to make major structural and safety improvements at older facilities;

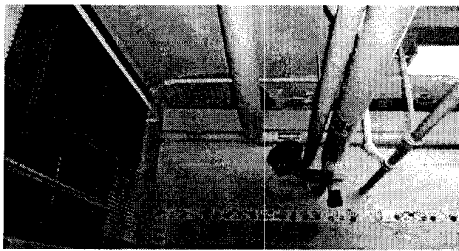
PlanCom

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Findings:

Problem:

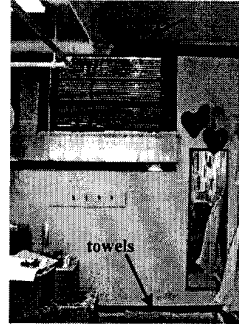
Aging schools are requiring ongoing, expensive repairs and creating safety and security concerns.



Asbestos-wrapped hot water pipes and ceiling damage at Tualatin Elem.

The school district is spending substantial dollars repairing major leaks, structural and HVAC (heating and ventilating) problems at **Tualatin**, **Metzger** and **C.F. Tigard** elementary schools.

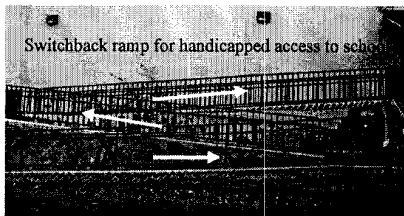
At Tualatin Elementary:



Towels sop up water from leaking ceiling

- Leaks are a constant problem;
- Ceiling tiles are wet, stained and regularly fall down;
- Classrooms have exposed, asbestos-wrapped hot water pipes; heavy old-fashioned heaters hang (and sometimes fall) from the ceilings.

Tualatin Elementary continued:



- 4 separate classroom buildings and 3 portable classroom buildings require students to travel outside to use the school's library, gym, cafeteria and/or office-- creating *safety and security concerns*.

Tualatin continued:



Reinforced ceiling beams in 4-5 classroom

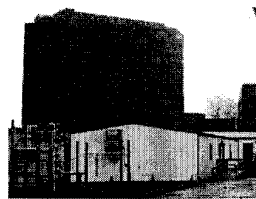
- Ceiling beams in the 4-5 classroom wing were reinforced after last year's **earthquake**; the repair is considered a 3-year fix.
- On walls throughout the school, you can see numerous earthquake cracks.

Tualatin continued:



- When an overnight ceiling leak damaged the class work on her teacher's desk---this Tualatin first grader brought pennies to school to provide the first seed money for a new building.

Metzger Elementary School:



Metzger portables against the backdrop of Lincoln Center

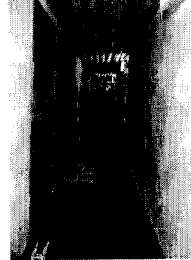
- Metzger Elementary is located next to Lincoln Center and Washington Square.
- The school's 42 separate entrances and exits make *safety and security a major concern*.

Metzger Elementary continued:



- Metzger has 3 separate classroom wings and 3 portable buildings that are all detached from the main school.
- Each of those classrooms have one or more doors that open directly to the outside.
- Most students must travel outside to reach the school's library, gym, cafeteria and/or main office

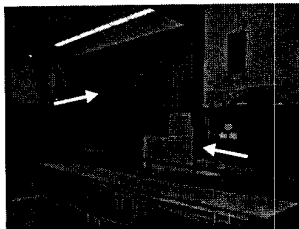
Metzger continued



A basement hallway leads to two classrooms created out of an old locker room.

- Like Tualatin, Metzger is fighting an ongoing battle with leaks. The school smells musty.
- Many classrooms have old-fashioned heaters that hang from the ceiling. The gym's heater is so **NOISY** that the PE teacher uses a microphone to be heard.
- The school's laminator can't be used when lunch is being prepared, because it **blows** the fuses in the main building.

Metzger continued:



Metzger cafeteria and music room

- Metzger's music room is located behind a curtain in the cafeteria.
- A permanent lift located in front of the stage provides access to the music room for students with handicaps.

At C.F. Tigard Elementary School:



- At C.F. Tigard, many of the problems are the same:
 - 3 detached classroom wings and 1 portable building require students to travel outside to access the library, cafeteria, gym and/or main office
 - In one wing and the portable, students must travel outside to use restrooms.

C.F. Tigard continued:



There is no storage in the portable classrooms

- C.F. Tigard is crowded; Lack of extra classrooms mean larger class sizes
- Small classrooms and lack of space inside the school mean students who need extra help or who are working on special projects must work in **hallways**;

C.F. Tigard continued



Sink in 5th grade classroom

- Leaks are a continuing problem; ceiling tiles are stained and missing;
- Staff members complain about poor air quality inside their rooms;
- Continuing HVAC problems keep the restrooms as warm as saunas;
- The drinking water is brown.

Recommendation:

Rebuild Tualatin Elementary on the Avery property in Tualatin and **C.F. Tigard** and **Metzger** on their current sites.

The committee believes it is *more cost effective* to spend approximately \$11M each to rebuild these three schools than to spend \$7M repairing and/or constructing new enclosed classrooms around a core facility that is inadequate and will continue to require major repairs.

Site Selection Explanation

• Rebuilding Tualatin on the Avery site would:

- Ensure construction of a school on the Avery property by the **2010 deadline**. (This deadline exists because the property was acquired by condemnation).

The school should be located on the Avery property so the rest of the site can be reserved for possible district use or city partnership.

- The Tualatin Elementary site should be **kept for future use** as the location for the proposed magnet school and the rest of the property should be reserved for possible school district use or city partnership.

• Rebuilding Metzger on its current site is recommended because:

- Alternative sites have been investigated and it has been determined that **no other feasible site** exists in the Metzger area.
- It is possible to create a safe school on the present Metzger site by relocating building entrances away from the street.

• Rebuilding C.F. Tigard on its current site is recommended because:

- The committee believes a safe school can be constructed on the backside of its current site.
- No opposition has been received from C.F. Tigard parents, staff or the community about the recommendation to build on the current site.
- The committee **has** received opposition from the Fowler staff and Fowler neighbors about the possibility of rebuilding C.F. Tigard on the Tigard Ave. side of the Fowler property.

• C.F. Tigard *continued*

- Building the current C.F.T. site would permit the Fowler property to remain as an outdoor classroom while keeping it in reserve for future district use or as property to sell to Metro, the city or to a nature conservancy group as a possible park or green space.

• *Old Administration site:*

- The district should actively seek a long-term lease for this site; if this is not financially feasible, the committee recommends reserving the land as a buffer for C.F. Tigard or for other district uses.

Problem:

More classrooms are needed for growing enrollments.

Current Situation • Elementary

- 10/19/01 Elementary Enrollments (9 schools): 5,390
- Elementary School Capacity without portables: 5,190
- Elementary School Capacity with portables: 5,615

– Currently 450 elementary students are in portable classrooms—almost the equivalent enrollment of an entire school

A new elementary school is needed to relieve existing overcrowding and provide for future growth

- Bull Mountain continues to be the most rapidly growing part of the school district.
- Building a new school on Bull Mountain will relieve overcrowding at Woodward, Deer Creek and C.F. Tigard. All three of these schools serve Bull Mountain and all are at or above their enrollment capacities NOW.
- A new elementary school would serve existing students and new students moving into this growing community.

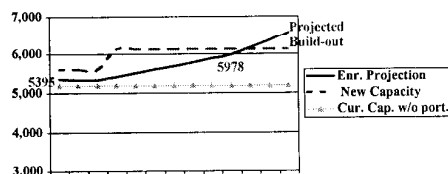
Recommendation:

Build a **600-student elementary school** on the **Alberta Rider Property** on Bull Mountain Rd. (at about 133rd)

Besides relieving existing overcrowding--and providing classrooms for future growth--this new school would be constructed in time to meet the **2007 deadline** that exists because condemnation proceedings were started when this property was acquired.

New Elementary Capacity with Metzger, C.F.T., Tualatin replacements (& elimination of portables at those sites only) and Alberta Rider School

6120 students



Current Situation • Middle Schools

- 10/19/01 Middle School Enrollments (3 schools): 2,739
- Middle School Capacity without portables: 2,675
- Middle School Capacity WITH portables: 2,800

Classrooms are needed at the middle school level but the district can't afford to operate 4 middle schools



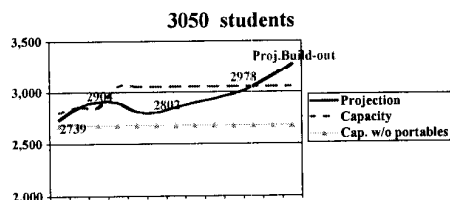
- Middle Schools will be over capacity beginning next year and additional classrooms are needed

- However---based upon the state's current school funding situation---the committee believes there won't be additional dollars to pay the approximately \$2M in ongoing operating costs needed each year for a 4th middle school -- unless existing programs and staff are cut district-wide.

Recommendation:

- Repair and expand Twality Middle School
- Expand Hazelbrook Middle School
 - (Hazelbrook was originally built with an enrollment capacity of 800-students. This addition would make it the same size as the other two middle schools.)

Middle School Capacity with Twality and Hazelbrook Additions



Current Situation • High Schools

- 10/19/01 High School Enrollments (2 schools): 3,636
- High School capacity WITH portables. 3,550

High school enrollments are over capacity NOW

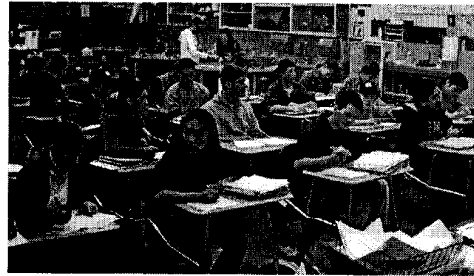
- Tigard High School enrollments are 108 students above capacity and Tualatin High is within 24 students of reaching capacity
- Additional classroom space is needed at the high school level. However---based upon the current state funding situation---the committee believes there won't be additional dollars available to pay the approximately \$5M in ongoing costs of running a 3rd high school without severely cutting existing programs and staffing levels district-wide.

High schools continued:

- The committee also believes that 2000+ student high schools are too large unless smaller learning environments can be created
- **Major improvements** are needed inside **Tigard High's** core facilities to accommodate existing and future students. Although upgrades have been made to the front of the school, most interior classrooms and facilities haven't been improved since the 1970's.



The original Tigard High facility was built for 500 to 800 students. Right now, nearly 2,000 students squeeze through Tigard High's narrow hallways



Science classrooms are small; they lack proper ventilation and emergency exits; some were converted from old home economics classrooms and lack chemical-resistant counters.

Recommendations:

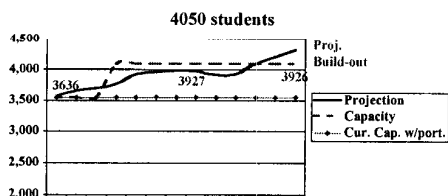
- Repair and expand the classrooms and interior structure at **Tigard High School**
- Build a 200-student **classroom addition** at **Tualatin High**
- Plan these projects to **create smaller learning environments** at both high schools by establishing **9th grade academies** or **schools-within-a school**

Recommendations continued:

- Build an off-campus 200-student advanced level computer technology **magnet program facility**.
- Double the size of the **classroom wing** at **Durham Center** and **upgrade electrical system** in the old Durham School building
- These programs will draw students from both high schools and **help relieve overcrowding**.

High School Capacity

Tigard High remodel
Tualatin High Classroom Addition/upgrades
Magnet Program Facility
Durham Center Expansion



Problem:

Property for future school sites must be purchased while land is still available.

Future school site needs:

- ***Anticipated Needs:***
 - 10 acres for 11th elementary school
 - 20-40 acres for possible future high school or middle school
 - 1-2 acres to augment current school sites
- ***Expected Costs***
 - \$120,000 per acre inside Urban Growth Boundary
 - \$60,000 per acre outside Urban Growth Boundary

Problem:

Schools built in the 1960's, 70's and 80's need improvements; worn-out **roofs, heating and ventilating systems, floor coverings and rotted siding** must be replaced.

Recommendations:

- ***To protect the community's investment in its schools:***
 - Replace floor coverings and/or heating and ventilating systems at **Fowler, Byrom, Woodward and Bridgeport**. Replace rotted siding at **Woodward**; Replace worn-out roofs at various schools; Upgrade the **Templeton** library and music room and provide restroom access from inside the school; Improve energy efficiency at the **Tigard Swim Center** by replacing the worn out boiler.

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Summary and Costs:

Cost estimates:

- ***Projects that improve school safety and reduce ongoing repair and maintenance costs:***
 - Replace Tualatin, Metzger and C.F. Tigard
\$33.4 M
- ***Projects that provide additional classrooms to relieve existing overcrowding and serve future growth:***
 - Alberta Rider Elementary; repair and expand Tigard High and Tuality; expand Tualatin High, Hazelbrook and Durham Center and build a 200-student magnet school
\$39.5 M

Cost estimates:

- ***Projects that provide options for the future:***
 - Purchase property for future school sites while land is still available:
\$3.24 M
- ***Projects that protect the community's investment in its schools:***
 - Repair schools built in the 1960's, 70's & 80's
\$9.1 M

Estimated Taxpayer Cost:

- Estimated Project Total: \$85 M+
- Estimated tax rate increase : **91 cents** per \$1,000 of assessed value

*On a \$200,000 home, the property tax increase would be \$182---or about **\$15 a month.***

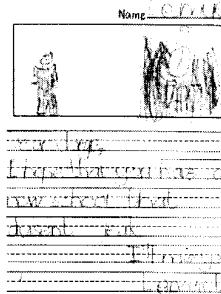
Bond Tax Rate Comparison

- **Current Tax Rate per \$1,000 assessed value for Bonded Debt:**

- Beaverton School District \$1.67 (includes only 30% of 2000 bond levy)
- Hillsboro School District \$2.21
- Sherwood School District \$2.63
- Lake Oswego School District \$1.44
- West Linn-Wilsonville School District \$2.60
- Est. 2002 Tigard-Tualatin rate if bonds passed \$1.99

The timing of this election:

- The May 2002 ballot will require a **double majority**--50% voter turn-out plus 50%+1 "yes" votes
- The committee is recommending the May ballot because the replacement schools and classroom additions are **needed now.**
- **Bond rates are the lowest in decades;** these projects should cost taxpayers less money today than if they are postponed into the future.



Farewell letter to Jorge, a Tualatin Elementary student who is moving to a new school.

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To ask questions or make comments, please email:
Plancom@ttsd.k12.or.us

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting with the Library Board

PREPARED BY: Margaret Barnes DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

This is the regularly scheduled, annual joint meeting between City Council and the Library Board.

STAFF RECOMMENDATION

N/A

INFORMATION SUMMARY

Annual meeting with the Library Board to provide information to the City Council. The Library Board is prepared to update the Council about the following programs and services.

- Children's Programs
- Annual Survey Results
- Career Resources
- Circulation/Special Collections
- Volunteer Program
- How reading makes a difference in the lives of young people
- Update about the proposed new Library

OTHER ALTERNATIVES CONSIDERED

None.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Goal #2: A wide array of opportunities for life-long learning are available in a variety of formats and used by the community.

Goal #3: Adequate facilities are available for efficient delivery of life-long learning programs and services for all ages.

ATTACHMENT LIST

None.

FISCAL NOTES

None.

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Update on Tri-Met Action Plan

PREPARED BY: Julia Hajduk DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Review staff work completed to date and provide comments.

STAFF RECOMMENDATION

N/A

INFORMATION SUMMARY

The City Council has stated one of its goals is to work with Tri-Met to develop intra-city bus service and Park-and-Ride locations within the City of Tigard. To that end, work has begun on developing a Tri-Met Action Plan which will serve as a communication tool in discussions with Tri-Met, Metro and neighboring jurisdictions.

In November, 2001, Council received an update from Staff on the work completed on the Action Plan and informed Council of the direction being taken. Staff has continued to finalize the first step in the Action Plan which is an inventory and analysis of the population and areas Council indicated as priority during the June, 2001 Council meeting. It is now necessary for Council to review the information gathered to date and to provide comments on the prioritization.

Attached (Exhibit A) is the matrix which provides information for each of the geographic areas studied. The information in the matrix is then quantified in the attached prioritization table (Exhibit B). Staff is asking Council to review the prioritization table and provide comments. Attachment 1 is a memo summarizing and explaining the service needs matrix and the prioritization table. It should be noted that several routes such as Bonita Road ranked lower than expected. While the rankings may change after obtaining the low income census data later this year, it is critical to insure that the categories are weighted accurately to reflect Council's goals. The questions for Council are:

1. Is there a population or life need resource that should be weighted higher than others?
2. Does the information gathered address/reflect Council's priority populations accurately?

The Tri-Met Action Plan will help implement Council's goal by acting as a communication tool between the City of Tigard and Tri-Met. The Action Plan will:

- Inventory -identify the background information that the City has obtained
- Analysis – identify Council priorities and intra-city transit needs
- Program development - timeframes for funding the identified transit priorities
- Recommendations – specific actions necessary to achieve program goals

Tri-Met is developing a transit investment plan which includes several focus areas. Tri-Met will work with the local jurisdictions in these focus areas to focus investment in transit so that it is consistent with transit and jurisdiction priorities. Tigard is one of the identified focus areas. It is anticipated that the work completed to date will expedite the discussions with Tri-Met and that the action plan to be adopted by Council will serve as a

demonstration project for the remaining focus areas. Council will continue to receive updates throughout this process and will be asked to review and adopt the final Tri-Met Action Plan when it is completed.

OTHER ALTERNATIVES CONSIDERED

Not applicable

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Transportation and Traffic Goal #1, Identify alternate transportation modes, encourage uses of alternate modes and encourage development of alternate modes.

ATTACHMENT LIST

Attachment 1: Memo explaining Tigard transportation service needs matrix and prioritization table
Exhibit A: Service needs matrix
Exhibit B: Prioritization table

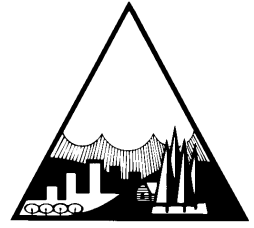
FISCAL NOTES

Not applicable

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3-4-02 3:05 pm

MEMORANDUM



TO: City Council members

FROM: Jim Hendryx, Community Development Director

RE: Explanation of Tigard Transportation Service Needs Matrix
and Prioritization Table

DATE: March 12, 2002

Attached to this memo is a detailed matrix (Exhibit A) prepared to help prioritize transit service needs. There are 8 road sections that were reviewed:

Bonita between Hall and 72nd
Durham between 99W and Hall
Durham between Hall and the Tualatin Transit Center
McDonald between 99W and Hall
Gaarde between 99W and Barrows
72nd between 99W and Hampton
72nd between Hunziker and the Tualatin Transit Center
Bull Mountain between 99W and Barrows

Each of these 8 road sections were inventoried based on Council's target populations and life needs to be met. The following are the areas reviewed based on Council's priorities:

- Youth, senior and low income (low income census data is not available until spring, 2002)
- Access to employment support & education, food & health and social programs

Staff also considered the existing infra-structure that was in place along these routes to determine where the City needs to invest capital in order to support desired transit service or where Tri-Met amenities may be needed or warranted.

The information from the matrix was then evaluated to develop a prioritization table (Exhibit B). In order to develop a priority, one must consider all issues combined. If there is an extremely high total population but relatively few of Council's target population groups or life needs to be met, then that route will

score lower in the priority ranking than a route that has a high minority, youth and senior percentage and provides access to jobs and life needs resource areas. Page 2 of the Draft prioritization provides a key which defines the perimeters of how the points were assigned. The definitions were chosen to reflect a bell type curve so that each category had some from each range: 2 point (●), 1 point (◐) and 0 point (○).

In order to begin this prioritization staff assigned the same weight of points to every category across the board. For example, senior population percentage is worth the same number of points as youth population percentage even though the actual number of youths is much greater than the number of senior. The youth population averages 27%, whereas the senior population averages only 6.5% of the total population along the routes studied. Again, this was necessary in order to reflect Council's priorities.

It should be noted that several routes such as Bonita Road ranked lower than expected. While the rankings may change after obtaining the low income census data later this year, it is critical to insure that the categories are weighted accurately to reflect Council's goals. The question is whether the weighting provided reflects Council's priorities or whether some areas should be weighted higher than others. An example might be to assign youth a higher number of points, total population a moderate number of points, and existing infra-structure in place a lower number of points. By providing higher weights to areas the Council considers higher priority, we will be able to accurately reflect Council's concerns and the City's needs. In addition, it may be necessary to provide a greater level of review for some of the areas to accurately reflect Council's concerns and priorities. The category of "existing transit opportunities" was evaluated to determine if a route in a particular location would provide access to other transit routes providing service in Tigard. This category does not take into consideration the distance between the existing transit routes for pedestrians.

This prioritization will be the backbone of the Tri-Met Action Plan that is being developed by staff for formal adoption by Council. From it, a detailed list of actions will be derived which will bring the City of Tigard closer to achieving its desired transit services.

Tigard’s Transportation Service Needs by Geographic Area

Geographic Location For Needed Service	Targeted Population Needs									Existing Infrastructure in Place						
	Priority Social Character	Ethnic Diversity					Life Needs to be Met									
		White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)	Lighting	Access to Existing Transit Routes/ services	Sidewalk Access at potential stops	Sidewalk access along route	Comments	
Bonita Road between Hall and 72nd Avenue	Total Population	1583	15	75	345	2018	16 businesses, 291 employees**			No turn outs	Bonita @ Hall west and east bound	Yes	Yes	Yes	Sidewalks along both sides of road from Hall to 72 nd .	Benches/shelters could be located in easements behind sidewalks
	Low Income						---	---	---	No turn outs	Fanno Creek Drive	Yes	No	Yes		Benches/shelters could be located in easements behind sidewalks
	Seniors	79	0	2	2	83				No turn outs	76th Avenue west and east bound	Yes	No	Yes		Benches/shelters could be located in easements behind sidewalks
	Youth	410	6	19	137	572				No turn outs	Bonita @ 72nd Avenue	Yes	Yes	Yes		

SUMMARY

Total residential population along this route is 2018.
21% of this population is a race other than white alone, thus funds targeting minority populations may be helpful
28% of the population is under the age of 19 whereas only 4% is over age 65.
There is no low income census data available to date.

There are few, if any, life need resources along this route, however access to existing transit routes providing education, employment, food, health and social programs could be attained by connecting to the intersection with Hall (line 76) and 72nd (line 38) via service along this route.

Sidewalk access and infra-structure is generally in place along this road to support transit facilities, however there is currently insufficient ROW if turn-outs were desired at key intersections. Benches or shelters could be placed in easements behind sidewalks.

**Includes businesses addressed off of Bonita Road

Geographic Location For Needed Service	Targeted Population Needs															
	Priority Social Character	Ethnic Diversity					Life Needs to be Met			Existing Infrastructure in Place						
		White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)	Lighting	Access to Existing Transit Routes/ services	Sidewalk Access at potential stops	Sidewalk access along route	Comments	
Durham Road between 99W and Hall Blvd.	Total Population	4703	19	139	161	5034	70 Businesses, 456 employees**			No turn outs	Durham Road @ 99W East and westbound	Yes	Yes	Yes	Sidewalks along both sides from 99W to Hall	
	Low Income						1	17	3	Yes	East of Summerfield Dr. Westbound	Yes	Yes	Yes		Utilities and grading
	Seniors	1535	0	5	19	1559				Yes	West of 113 th Avenue Eastbound	Yes	Yes	Yes		Utilities and grading
	Youth	987	12	43	72	1114				Yes	108 th Avenue East & westbound	Yes	No	Yes		Utilities and grading
										Yes	98 th Avenue East & westbound	Yes	No	Yes		Turnouts could be installed w/design of signalized intersection (early spring, 2002)
										Yes	92 nd Avenue East & westbound	Yes	No	Yes		Utilities and grading
							No turn outs	Durham @ Hall Blvd.	Yes	Yes	Yes					

SUMMARY

Total residential population along this route is 742, however this number does not include the high school populations which includes 1,944 students and approximately 90 employees.

12% of this population is a race other than white alone, thus funds targeting minority populations may be helpful

30% of the population is under the age of 19, whereas only 4% is over age 65.

There is no low income census data available to date.

There are several “life need” resources along this route with the potential of more via access to existing transit routes at Hwy 99 (line 12, 94x and 95x) and at Hall (line 76).

Sidewalk access and infra-structure is generally in place along this road to support transit facilities. There is currently insufficient ROW if turn-outs were desired at the Durham/Hall and Durham/99 intersections.

**Includes businesses addressed off of Durham, Hall, 88th, Stratford Lp, 108th and Pacific Hwy.

Geographic Location For Needed Service	Targeted Population Needs									Existing Infrastructure in Place						
	Priority Social Character	Ethnic Diversity					Life Needs to be Met									
		White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)	Lighting	Access to Existing Transit Routes/ services	Sidewalk Access at potential stops	Sidewalk access along route	Comments	
									Yes/ No	Locations						
Durham Road between Hall Blvd. & Tualatin Transit Center	Total Population	649	6	60	27	742	89 businesses/1,059 employees**			No turn outs	No new locations	Yes	Yes	Yes	Both sides from Hall to 72 nd . From 72 nd to Transit Center, sidewalk only on 1 side of road.	No shelters exist, shelters could be placed in easements
	Low Income						2 bus.	1 bus.	---							
	Seniors	26	0	2	0	28										
	Youth	193	1	19	12	225										

SUMMARY

Total residential population along this route is 742.
13% of this population is a race other than white alone, thus funds targeting minority populations may be helpful
30% of the population is under the age of 19 whereas only 3% is over age 65.
There is no low income census data available to date.

There are few, if any, life need resources along this route, however access to existing transit route providing education, employment, food, health and social programs could be attained via service along this route.

Sidewalk access and infra-structure is generally in place along this road to support transit facilities, however there is currently insufficient ROW if turn-outs were desired at key intersections. Benches or shelters could be placed in easements behind sidewalks.

Includes businesses addressed off of Durham and 74th.

Tigard’s Transportation Service Needs by Geographic Area

Geographic Location For Needed Service	Targeted Population Needs										Existing Infrastructure in Place					
	Priority Social Character	Ethnic Diversity					Life Needs to be Met									
		White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)	Lighting	Access to Existing Transit Routes/ services	Sidewalk Access at potential stops	Sidewalk access along route	Comments	
										Yes/No	Locations					
McDonald Street between 99W and Hall Blvd.	Total Population	2720	38	89	204	3049	----			No turn outs	99W and McDonald St.	Yes	Yes	No	Spotty from 97 th to 100 th .	Note- Bike lanes existing on both sides of McDonald
	Low Income						----	----	-----	No turn outs	East of 103 rd ave.	Yes	No	No	No sidewalks along McDonald from 100 th to 99W	Shelters in easements
	Seniors	334	1	2	4	342				No turn outs	O'Mara Street east and westbound	Yes	No	Yes		Shelters in easements
	Youth	669	13	28	88	789				No turn outs	Hall Blvd. @ McDonald	Yes	Yes	Yes		Shelters in easements

SUMMARY

Total residential population along this route is 3049.
10% of this population is a race other than white alone, thus funds targeting minority populations may be helpful
26% of the population is under the age of 19 whereas only 11% is over age 65.
There is no low income census data available to date.

There are few, if any, life need resources along this route, however access to existing transit routes providing education, employment, food, health and social programs could be attained via connections to 99W (line 12) and Hall (line 76).

Sidewalk access and infra-structure is limited along this road and there is currently insufficient ROW if turn-outs were desired at key intersections. Benches or shelters could be placed in easements behind sidewalks. There is infrastructure investment needed to support transit routes.

Geographic Location For Needed Service	Targeted Population Needs																
	Priority Social Character	Ethnic Diversity				Life Needs to be Met			Existing Infrastructure in Place								
			White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)		Lighting	Access to Existing Transit Routes/ services	Sidewalk Access at potential stops	Sidewalk access along route	Comments
Gaarde Street between 99W and Barrows Road	Total Population	6030	88	620	491	7229		-----		Yes/No	Locations						
		No	99W @ Gaarde east & westbound	Yes	Yes	Yes				Both sides until north of 110 th							
		No turn outs	112 th Ave East and westbound	Yes	Yes	Yes				Occasionally paved on one side to 121st	Shelters could be incorporated into 02/02 Gaarde St. improvements						
	Low Income							-----	-----		No turn outs	115 th Ave East and westbound	Yes	No	Yes		Shelters could be incorporated into 02/02 Gaarde St. improvements
											No turn outs	121 st ave east and westbound	Yes	No	Yes	Both sides 121 st to Walnut & 132nd	Shelters could be incorporated into 02/02 Gaarde St. improvements
											No turn outs	129 th ave east and westbound	Yes	No	Yes		Shelters & benches in easements
	Seniors	472	1	24	7	504					No turn outs	132 nd ave east and westbound	Yes	No	Yes		Shelters and benches in easements
											No turn outs	Walnut Street @ 132 nd East and westbound	Yes	No	Yes	1 side of road	Westbound may have room for turnout East bound no room
	Youth	1815	39	228	232	2314					No	135 th ave @ Walnut	Yes	No	Yes	Both sides Benish to Northview	Westbound shelter could be installed on City property
											No turn outs	Walnut st. @ Barrows Rd. east and westbound	Yes	No	Yes	1 side in front of Albertson's	Westbound turnout could be installed on City property

SUMMARY

Total residential population along this route is 7229.

17% of this population is a race other than white alone, thus funds targeting minority populations may be helpful

32% of the population is under the age of 19 whereas only 6% is over age 65.

There is no low income census data available to date.

There are few, if any, life need resources along this route (other than at the intersection with 99W), however access to existing transit routes providing education, employment, food, health and social programs could be attained via connection to 99W (line 12) and Scholls Ferrt (line 62).

Sidewalk access and infra-structure is generally in place along this road to support transit facilities, however there is currently insufficient ROW if turn-outs were desired at key intersections. Benches or shelters could be placed in easements behind sidewalks and could be incorporated into 02/2002 Gaarde St. improvements in several locations.

Geographic Location For Needed Service	Targeted Population Needs										Existing Infrastructure in Place					
	Priority Social Character	Ethnic Diversity					Life Needs to be Met									
		White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)	Lighting	Access to Existing Transit Routes/ services	Sidewalk Access at Potential stops	Sidewalk access along route	Comments	
										Yes/No	Locations					
72 nd Avenue between 99W and Hampton Street	Total Population	702	15	17	80	814	93 Businesses/1044 employees**			No turn outs	72 nd Avenue @ 99W	Yes	Yes	Yes	1 side for portions between 99W and Dartmouth	
	Low Income						6	6	4	No turn outs	Dartmouth East and westbound	Yes	No	Yes	None between Dartmouth and Hermoso	
	Seniors	78	0	1	1	80				No turn outs	Beveland East and westbound	Yes	Yes	Yes	1 side Hermoso to Beveland	Eastbound shelters could be installed in front of Lowes Home Improvements. Westbound shelters in easements
	Youth	134	3	1	31	169				No turn outs	Hampton Street @ 72 nd	Yes	Yes	yes	1 side from Beveland to Hampton	

SUMMARY

Total residential population along this route is 814.
14% of this population is a race other than white alone, thus funds targeting minority populations may be helpful
20% of the population is under the age of 19 whereas only 9% is over age 65.
There is no low income census data available to date.

There are several life need resources along this route. Existing bus service (line 78) provides service every 30 minutes within walking distance of 72nd. Additional access to existing transit routes providing education, employment, food, health and social programs could be attained via connections to other transit lines along this route.

Sidewalk access and infra-structure is generally in place along this road to support transit facilities, however there is currently insufficient ROW if turn-outs were desired at key intersections. Benches or shelters could be placed in easements behind sidewalks.

**Includes businesses addressed off of 72nd, Clinton, Dartmouth Beveland, Gonzaga and Hampton (7000 Block only)

Tigard’s Transportation Service Needs by Geographic Area

Geographic Location For Needed Service	Targeted Population Needs									Existing Infrastructure in Place						
	Priority Social Character	Ethnic Diversity					Life Needs to be Met									
		White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)		Lighting	Access to Existing Transit Routes/ services	Sidewalk Access to potential stops	Sidewalk access along route	Comments
									Yes/ No	Locations						
72nd Avenue between Hunziker Street and Tualatin Transit Center	Total Population	620	4	29	167	820	387 businesses/7,491 employees**			No turn outs	No new locations	Yes	Yes	Yes	At least 1 side for most of this section. Occasional spots with both sides or none	No shelters. Benches exist. Shelters could be placed in easements
	Low Income						6 bus.	25 bus.	6 bus.							
	Seniors	42	0	3	2	47										
	Youth	147	3	7	57	214										

SUMMARY

Total residential population along this route is 820.
24% of this population is a race other than white alone, thus funds targeting minority populations may be helpful
26% of the population is under the age of 19 whereas only 5% is over age 65.
There is no low income census data available to date.

There are significant opportunities for access to life need resources along this route. Existing bus service (line 38) exists but only runs every 30 minutes during peak hours. Access to additional resources could be attained with access to additional routes at the Tualatin transit center.

There is a significant employee population along this route.

Sidewalk access and infra-structure is generally in place along this road to support transit facilities, however there is currently insufficient ROW if turn-outs were desired at key intersections. Benches exist and shelters could be placed in easements behind sidewalks.

**Includes businesses addressed off of 72nd, Hunziker, Varns, Fir Lp., Sandburg, Tech Center, Landmark, Bonita Rd., Sequioia Pkwy, Cardinal Ln, Redwood Ln, Kable Ln, and Upper Boones Ferry

Geographic Location For Needed Service	Targeted Population Needs																
	Priority Social Character	Ethnic Diversity					Life Needs to be Met			Existing Infrastructure in Place							
		White	African American	Asian	Other	Total Count	Employment support & Education	Food & Health	Social Programs	ROW area sufficient for transit turn outs & amenities (shelters, benches, etc.)		Lighting	Access to Existing Transit Routes/ services	Sidewalk Access at potential stops	Sidewalk access along route	Comments	
										Yes/No	Locations						
Bull Mountain Road between 99w and Barrows Rd.	Total Population	4922	59	386	258	5625	-----				No turn outs	99W @ Bull Mtn Rd East and westbound	Yes	Yes	Yes	Generally no sidewalks from ¼ mile west of 99W to Roshak	Shelters could be in easements
											No turn outs	Aspen Ridge Dr. East and westbound	Yes	No	Yes		Shelters could be in easements
	Low Income						-----	-----	-----	No turn outs	Terraview Drive East and westbound	Yes	No	Yes		Shelters could be in easements	
										No turn outs	Benchview Terrace Westbound	Yes	No	Yes	Both sidesBenchview to Peachtree	Shelters could be in easements	
	Seniors	401	1	11	5	418				No turn outs	Peachtree Drive Eastbound	Yes	No	Yes		Shelters could be in easements	
										No	Roshak Rd @ Uplands Dr. east & westbound	Yes	No	Yes	Roshak, Uplands to Barrows sidewalks, both sides	Roshak Rd. & Uplands Dr. are not built for bus traffic	
	Youth	1418	14	110	106	1648				No	Uplands Dr. @ Snapdragon Ln – east & west bound	Yes	No	Yes		Uplands Dr. is not built for bus traffic	
										No turn outs	Uplands Dr. @ Barrows Rd.	Yes	No	Yes		Uplands Dr. is not built for bus traffic	

SUMMARY

Total residential population along this route is 5625.

12% of this population is a race other than white alone, thus funds targeting minority populations may be helpful

29% of the population is under the age of 19 whereas only 7% is over age 65.

There is no low income census data available to date.

There are few, if any, life need resources along this route. Access to existing transit routes providing education, employment, food, health and social programs could be attained by providing access to existing transit along Highway 99.

Sidewalk access and infra-structure is generally in place along this road to support transit facilities, however there is currently insufficient ROW if turn-outs were desired at key intersections. Benches or shelters could be placed in easements behind sidewalks. Several portions (Roshak Rd and Uplands) are not built for bus traffic.

Tigard Transit Service Needs - Draft Prioritization

- Meets Council target (2 points)
- ◐ Partially meets Council target (1 points)
- Does not meet Council target (0 point)

	Population					Life Needs				Other			Ranking score DRAFT for evaluation only
	Total population	Minority	Youth	Senior	Low income	Employment support & education	Food and health	Social programs	Employee population	Existing infrastructure in place ⁴	Route identified in TSP	Existing transit opportunities	
Bonita – Hall to 72nd	◐	●	◐	○		○	○	○	◐	●	●	●	11
Durham – 99 to Hall	●	○	◐	●		◐	●	◐	◐	●	●	●	16
Durham – Hall to Tualatin TC	○	◐	◐	○		◐	◐	○	●	●	○	●	10
McDonald – 99 to Hall	●	○	◐	●		○	○	○	○	◐	●	◐	9
Gaarde – 99 to Barrows	●	●	●	◐		○	○	○	○	●	●	◐	12
72 nd – 99 to Hampton	○	◐	○	◐		●	●	◐	●	◐	○	●	13
72 nd – Hunziker to Tualatin TC	○	●	◐	○		●	●	●	●	◐	○	◐	13
Bull Mountain – 99 to Barrows	●	◐	◐	◐		○	○	○	○	○ ⁵	○	◐	6

(Key located on page 2)

KEY

	●	◐	○
Total population	>3000	1001-3000	1000 or fewer
Minority	> 15%	11-15%	10% or less
Youth	>30%	21-30%	20% or less
Senior	>10%	6-10%	5% or less
Low Income			
Employment support & education ¹	More than 5 businesses serving this need along route	1 to 5 businesses serving this need along route	No businesses serving this need along route
Food and health ²	More than 5 businesses serving this need along route	1 to 5 businesses serving this need along route	No businesses serving this need along route
Social programs ³	More than 5 businesses serving this need along route	1 to 5 businesses serving this need along route	No businesses serving this need along route
Employee population (based on business tax data)	More than 1000 employees	1-1000 employees	No employees
Existing infrastructure in place ⁴	Significant infra-structure (sidewalks, lighting, ROW or easements for amenities) in place to support transit with little additional improvement.	Some infra-structure investment needed to support transit.	Very little existing infra-structure in place, significant investment needed to support transit and/or it would be difficult to provide infra-structure due to ROW issues
Route identified in TSP	Yes	---	No or existing
Existing transit opportunities	Existing transit service on route, access to more than one existing transit route if transit were provided along this route	Access to at least 1 transit route that provides service into Tigard ⁶	No access to transit that carries traffic into Tigard

- 1 Employment support & education businesses included Daycare centers, employment/temp agencies, schools, and labor unions.
- 2 Food and health businesses included Medical/Dental offices, eating and drinking establishments, grocery/convenience stores, physical fitness businesses, and massage therapy/acupuncture.
- 3 Social programs businesses included counseling services, Non-profit relief and aid organizations, and Senior, disabled and veteran services.
- 4 In most cases there is insufficient ROW for bus turn-outs at key intersections, however, this is not reflected in the measurement because Tri-met has indicated that they are re-looking at the provision for turn-outs and are likely going to be going away from this design.
- 5 Bull Mountain has sidewalk access to key transit stops, however, because several portions of the identified route are unable to accommodate bus traffic, it only received a partial rating.
- 6 i.e., making several stops and route changes within Tigard to pick up and distribute Tigard traffic in Tigard, serving internal transit needs

AGENDA ITEM # _____
FOR AGENDA OF March 19, 2002

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Street Maintenance Fee Study Report

PREPARED BY: A.P. Duenas DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Presentation of the Street Maintenance Fee Study findings and other information to City Council for discussion and direction.

STAFF RECOMMENDATION

Staff recommends that City Council provide direction to the Transportation Financing Strategies Task Force to establish dialogue with citizens and businesses regarding the findings of the Study Report and to bring the matter back to Council sometime in July 2002 for further discussion and decision.

INFORMATION SUMMARY

City Council, through Resolution No. 01-06, formed a Transportation Financing Strategies Task Force to evaluate and recommend to Council feasible alternative funding sources for street maintenance and street expansion needs. The Task Force has evaluated, and will continue to examine, a wide variety of funding sources for both corrective and preventative maintenance of City streets, and expansion of major collectors to accommodate current and future traffic. One funding source that appears feasible and could potentially be a funding source for future street maintenance is a transportation user fee (also called a Street Utility Fee or Street Maintenance Fee).

At the City Council meeting on August 28, 2001, the Task Force made its initial report to City Council. The Task Force recommended initiation of a Street Maintenance Fee study to be brought back to Council for discussion and consideration. Council authorized the study and directed the preparation of a report to be submitted to Council for further discussion. At its meeting on February 21, 2002, the Task Force reviewed the draft Street Maintenance Fee Study Report and approved it with modifications for submittal to City Council.

Attached is the Street Maintenance Fee Study Report. The report finds the Street Maintenance Fee to be a feasible source of funds for maintenance of the street network, limited maintenance of rights-of-way, sidewalks, and the streetlight and traffic signal systems. The fees based on trip generation rates are relatively low for single family and multi-family dwellings. Fees for various businesses are higher, but are commensurate with the number of trips generated by those businesses.

Interest has been expressed in the City assuming maintenance responsibility for rights-of-way and sidewalk maintenance on all streets Citywide. The Study Report does not include that scenario, but attached for information and comparison is a summary of the fees that would be required to expand the scope to perform that maintenance on a Citywide basis.

In addition, there was a letter from former City Councilor Paul Hunt opposing the Street Maintenance Fee. Also attached is a memorandum responding to the issues Mr. Hunt brought up in his letter.

The Task Force will present the results of the study to City Council for discussion and direction. The Task Force recommends the implementation of the Street Maintenance Fee incorporating the four maintenance elements of street maintenance, ROW maintenance, sidewalk maintenance, and street light energy consumption and maintenance as reported in the Study Report. However, the Task Force proposes to establish dialogue with businesses that would be most affected by the fee before bringing back the fee for further discussion and possible implementation.

OTHER ALTERNATIVES CONSIDERED

None. The report to Council was directed by Council at the time the study was authorized.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Timely maintenance of the street infrastructure meets the Tigard Beyond Tomorrow goal of *Improve Traffic Safety*. The implementation of the Street Maintenance Fee meets the goal of *Identify and Develop Funding Resources*.

ATTACHMENT LIST

1. Street Maintenance Fee Study Report with the following Appendices:
 - Appendix A-1 – City of Tigard Street Maintenance Needs
 - Appendix A-2 – Long-Term Program for Annual Street Maintenance
 - Appendix B-1 – Street Maintenance Element
 - Appendix B-2 – ROW Maintenance Element
 - Appendix B-3 – Sidewalk Maintenance Element
 - Appendix B-4 – Street Light Maintenance Element
 - Appendix C – Summary of Rates
2. Summary of Fees with Citywide Maintenance of ROW and Sidewalks
3. Letter from Paul Hunt to City Council received March 7, 2002
4. Memorandum to City Council responding to Mr. Hunt's letter

FISCAL NOTES

None at this point. The implementation of the Street Maintenance Fee would provide funding for street maintenance, limited ROW maintenance, limited sidewalk maintenance, and street light and traffic signal system energy costs and maintenance.

Street Maintenance Fee Study Report

March 5, 2002

Background

City Council, through Resolution No. 01-06, formed a Transportation Financing Strategies Task Force to evaluate and recommend to Council feasible alternative funding sources for street maintenance and street expansion needs. The Task Force has evaluated, and will continue to examine, a wide variety of funding sources for both corrective and preventative maintenance of City streets, and expansion of major collectors to accommodate current and future traffic. One funding source that appears feasible and could potentially be a funding source for future street maintenance is a transportation user fee (also called a Street Utility Fee or Street Maintenance Fee).

At the City Council meeting on August 28, 2001, the Task Force made its initial report to City Council. The Task Force recommended initiation of a Street Maintenance Fee study to be brought back to Council for discussion and consideration.

The Need for Timely Maintenance

Much of the street infrastructure in the City is old and was not designed for heavy trucks and buses, which accelerate deterioration and greatly increase maintenance requirements. Pavement condition is typically quantified by the Pavement Condition Index (PCI) which rates the pavement according to the extent and severity of distress types present (cracking, rutting, shoving, etc.). Studies have shown that pavement condition worsens at an increasing rate as the pavement gets older. The reason for this is that deterioration begins mostly at the surface, then progresses down into the underlying layers as surface cracks develop. A typical pavement without rehabilitation will experience a 40% drop in PCI during the first 75% of its life and an additional 40% drop during the following 12% of its life. Restoration of pavement near the end of its service life will typically cost 4 to 5 times more than the rejuvenation performed in a timely manner.

The City's Pavement Management System reports a preventative and corrective pavement maintenance backlog of approximately \$2 million dollars (Appendix A-1). About half of this amount is for slurry seals while the remainder is for pavement overlays. Because the street ratings were performed in 1999, these streets have further deteriorated since then and would require reassessment within the next year or two. Some of the pavement overlays required are on major streets (such as Gaarde Street), which are already scheduled for reconstruction and widening as part of a major street expansion project. However, the streets that require overlays and slurry seals, but are not programmed as part of a major expansion project, would need to be addressed as part of a long-term program of corrective and preventative pavement maintenance. Because the maintenance backlog cannot be reduced quickly without a large infusion of funding, some of the streets now requiring slurry seals would probably require pavement overlay instead by the time the work is actually performed to bring pavement conditions back to acceptable standards.

The State Gas Tax Dilemma

As operating costs rise each year, the amount available from the State Gas Tax (which has not been increased in over a decade) for corrective and preventative maintenance has drastically decreased. In FY 2001-02, the amount available for the Street System Program from that tax is \$207,000. This is a dramatic drop from the \$500,000 to \$600,000 available just a few years ago. Within a year or two, the State Gas Tax would cease to be a viable source of funding for pavement overlays and slurry seals.

Other City Street-related Maintenance Needs

The City does have street-related maintenance requirements, other than direct maintenance of the pavement and shoulders in a typical City street. These requirements are:

- **Rights-of-Way Maintenance** – This is the maintenance of rights-of way typically behind the sidewalk on collector streets where direct access from the individual lots is not allowed. A good example is Durham Road between Hall Boulevard and Highway 99W. The subdivisions adjacent to the road have internal streets for circulation and with limited access points to Durham Road. The homes typically face away from the street and in most cases have a wall built between the homes and Durham Road. The public right-of-way between the sidewalk and the wall has long been a maintenance problem that under current City code is the responsibility of the homeowner on the other side of the wall. However, these homeowners have double frontage and do not have direct access to the strips adjacent to Durham Road. The City has considered assuming responsibility for these strips, but the lack of funding in the State Gas Tax has not allowed inclusion of this work in the budget. However, this issue continues to arise each year during the budget formulation process.
- **Sidewalk Maintenance** – This is maintenance and repair of sidewalks on the collector system only. It would involve replacement of sidewalk panels that pose a tripping hazard and routine maintenance of the sidewalks on an annual basis.
- **Street Light and Signal System Energy Consumption and Maintenance** – The energy and maintenance charges for both the streetlights and the traffic signal systems are funded out of the State Gas Tax funds. Substitution of other funding sources to pay for these costs would free gas tax funds for other street-related purposes, including potentially the issuance of revenue bonds for the construction of major street improvements.

The Street Maintenance Fee

The Street Maintenance Fee is an alternative source of funds that can be implemented to help protect the City's investment in the street infrastructure. This is a monthly fee based on use of the transportation system, and is typically based on trip generation rates. The fee is charged to each household and business in the City. Other cities in Oregon have successfully implemented this fee and are using the proceeds in their annual street maintenance programs.

Legal Authority for Establishment

Chapter 3, Section 3.32.020 grants City Council the authority to establish, by resolution, fees and charges reasonably related to the City's cost of service. Hence, City Council has the authority to establish the Street Maintenance Fee and can initiate that fee by Council action. However, the initiative process does provide a mechanism for the public to challenge any Council action by referring that action to a vote. The Street Maintenance Fee could be subject to that initiative process.

Maintenance Elements Included in the Study

The following are the maintenance elements included in the study together with the target amounts to be funded through the Street Maintenance Fee:

- Street Maintenance - \$800,000. This amount assumes that most of the funding would be used annually for street maintenance purposes with a small reserve set aside for future reconstruction of certain streets as that reconstruction becomes necessary.
- Rights-of-Way Maintenance - \$270,000
- Sidewalk Maintenance - \$90,000
- Street Light and Traffic Signal System Maintenance - \$445,000
- Total for all four maintenance elements: \$1,605,000

Scope of Work for Each Element

- **Street Maintenance** – Preventative and Corrective Maintenance of all City streets. This includes pothole patching, crack sealing, digouts, pavement overlays, slurry seals, maintenance of street storm drainage facilities, and reconstruction of the street structural section. Attached as Appendix A-2 is a long-term program for annual maintenance of the City streets applying pavement overlays, thin-lift overlays, and slurry seals combined with street reconstruction as needed. This program addresses arterials, collectors, neighborhood routes, and local streets as four separate categories all requiring appropriate levels of maintenance. The arterial and collector streets handle higher volumes of traffic and typically require more attention. The neighborhood routes and local streets handle lesser volumes and would be expected to deteriorate at a slower rate. The revenue to be derived from the Street Maintenance Fee would be directed to implementation of the long-term maintenance program, and to the routine maintenance work performed by the City's street crews.
- **Rights-of-Way Maintenance** – Maintenance of rights-of-way between the sidewalk and the right-of-way line on collector streets with limited direct access from adjacent subdivisions.
- **Sidewalk Maintenance** – Maintenance of sidewalk on collector streets Citywide.

- **Street Light and Signal System Maintenance** – Maintenance and power consumption of all streetlights Citywide. Maintenance and power consumption on all traffic signal systems and crosswalk lighting systems under City jurisdiction.

Methodology for Establishing User Fees

The methodology for establishing user fees for each element of work is as follow:

Data Collection

The first step in the study was to establish an inventory of all of the existing uses on occupied parcels in the City. Basic uses include single-family detached residential, multi-family residential and non-residential. The single-family detached and multi-family dwelling unit inventories were obtained from utility billing data collected by the City's Finance Department.

The data collection for the non-residential group was more difficult and involved the use of digitized aerial photos and site inspections. For example, where office buildings were noted, the overall footprint could easily be digitized from the aerial photo, but a site visit was necessary to determine the number of floors involved. This data may need to be fine-tuned prior to fee implementation.

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation* manual, Sixth Edition, was used to determine trip generation values for each use. The ITE manual is the most commonly used and accepted manual for this purpose and can be consistently applied to each use. ITE trip generation values were used in the development of the Traffic Impact Fee by Washington County and have been used by various cities in the development of street maintenance fees. The City of Tualatin used the fourth generation ITE manual when they developed their street utility fee.

The trip generation values are assigned in accordance with certain variables, such as gross square footage of building, number of dwelling units (DU), number of acres (AC), etc. For the non-residential uses, the most commonly used factor is "number of trips per thousand gross square feet of building per day", or "trips/KSF/day". Unfortunately, not all uses have trip generation factors given in terms of "trips/KSF/day". For instance, Congregate Care Facilities are spoken to in terms of "trips/DU/day" because for that use, the number of dwelling units is the most significant. Another example is Gasoline/Service Station, which is spoken to in terms of "trips/VFP/day", where "VFP" is the number of vehicular fueling positions. Therefore, it is not the size of any building associated with the gas station that determines the number of trips, but rather it is the number of vehicles the station can serve at any one time.

Group Selection

Once the trip generation values were determined for each use, the table was sorted in increasing order of the number of trips per unit. The non-residential uses were divided into subgroups based on number of trips, similar to how the City of Tualatin (and other jurisdictions) groups them. Five non-residential subgroups were established as follows:

- Group 1 0 to 20 trips per unit
- Group 2 21 to 100 trips per unit
- Group 3 101 to 400 trips per unit
- Group 4 Greater than 400 trips per unit
- Group 5 Special group for parks, cemeteries and golf courses.

The concept behind forming subgroups is to help generate a maintenance fee rate that would be applied to each group, rather than having to develop a separate rate for all 52 land use categories included in the ITE Manual. Therefore, seven different rates are established for the two residential categories and the five non-residential groups.

Rate Calculation

In order to develop fair rates for each group, it was important to first analyze the impact of each group with respect to their number of trips. Hence, the total theoretical number of trips per year for each group and a grand total of trips for all uses were calculated. The proportion of trips that each group contributes to the total annual trips, by percentage, is shown. The guiding premise is that each group should pay an amount proportionate to the trip impact contributed by that group. Therefore, if a group contributes 3% of the annual trips, then their annual maintenance fee amount should be approximately 3% of the total revenue required.

Calculated Fees

Attached are the spreadsheets (listed as Appendices B-1 through B-4) showing the groups and the amounts that each group should pay for each maintenance element. The groups and amounts are summarized in the following tables:

Table 1
Summary of Fees by Maintenance Element

Maintenance Element	Land Use Category	Rate/Month per Unit
Street Maintenance		
	Single Family (Detached)	\$ 1.0574
	Multi-Family	\$ 0.7325
	Non-residential Group 1 (0-20 trips/unit/day)	\$ 0.8651
	Non-residential Group 2 (21-100 trips/unit/day)	\$ 4.9692
	Non-residential Group 3 (101-400 trips/unit/day)	\$16.1521
	Non-residential Group 4 (401+ trips/unit/day)	\$62.0920
	Non-residential Group 5 (Special category)	\$ 0.2986
ROW Maintenance		
	Single Family (Detached)	\$ 0.3569
	Multi-Family	\$ 0.2472
	Non-residential Group 1 (0-20 trips/unit/day)	\$ 0.2920

	Non-residential Group 2 (21-100 trips/unit/day)	\$ 1.6771
	Non-residential Group 3 (101-400 trips/unit/day)	\$ 5.4513
	Non-residential Group 4 (401+ trips/unit/day)	\$20.9560
	Non-residential Group 5 (Special category)	\$ 0.1008
Sidewalk Maintenance		
	Single Family (Detached)	\$ 0.1190
	Multi-Family	\$ 0.0824
	Non-residential Group 1 (0-20 trips/unit/day)	\$ 0.0973
	Non-residential Group 2 (21-100 trips/unit/day)	\$ 0.5590
	Non-residential Group 3 (101-400 trips/unit/day)	\$ 1.8171
	Non-residential Group 4 (401+ trips/unit/day)	\$ 6.9853
	Non-residential Group 5 (Special category)	\$ 0.0336
Street Light and Signal System Maintenance		
	Single Family (Detached)	\$ 0.5882
	Multi-Family	\$ 0.4075
	Non-residential Group 1 (0-20 trips/unit/day)	\$ 0.4812
	Non-residential Group 2 (21-100 trips/unit/day)	\$ 2.7641
	Non-residential Group 3 (101-400 trips/unit/day)	\$ 8.9846
	Non-residential Group 4 (401+ trips/unit/day)	\$34.5386
	Non-residential Group 5 (Special category)	\$ 0.1661

Table 2
Summary of Fees for All Maintenance Elements

Land Use Category	Street Maint.	ROW Maint.	Sidewalk Maint.	Street Light and Signal System Maint.	Total
Single Family	\$ 1.0574	\$ 0.3569	\$ 0.1190	\$ 0.5882	\$2.1214
Multi-Family	\$ 0.7325	\$ 0.2472	\$ 0.0824	\$ 0.4075	\$1.4697
Group 1	\$ 0.8651	\$ 0.2920	\$ 0.0973	\$ 0.4812	\$1.7356
Group 2	\$ 4.9692	\$ 1.6771	\$ 0.5590	\$ 2.7641	\$9.9694
Group 3	\$16.1521	\$ 5.4513	\$ 1.8171	\$ 8.9846	\$32.4052
Group 4	\$62.0920	\$20.9560	\$ 6.9853	\$34.5386	\$124.5720
Group 5	\$ 0.2986	\$ 0.1008	\$ 0.0336	\$ 0.1661	\$0.5991

Table 2 indicates that Group 4 is subject to the highest fees. Fees for the single family and multi-family groups are relatively low per month. Consideration could be given to increasing those fees to lessen the burden on the groups that would end up paying the most based on the analysis. Appendix C shows the summary of fees for all maintenance elements in greater detail.

Timing for Implementation

The Street Maintenance Fee is probably best established prior to the beginning of a fiscal year so that it could be included in the budget process. However, because of the need to establish an alternative to the State Gas Tax, creation of the Street Maintenance Fee should be given a high priority and could be established anytime during the fiscal year.

Public Process

The public process for adoption of the Street Maintenance should at least include meetings with those property owners that are expected to pay the highest amounts. Those property owners can be readily identified and meetings should be set to discuss the proposed fees with them. The single family and multi-family groups individually pay relatively low monthly rates. Those rates are \$2.00 to \$3.06 at the worst case for single family dwellings and \$1.50 to \$2.25 each for multi-family dwelling units. These are well within the range charged by other cities. Those fees range from \$1.42 for single family dwelling units in Tualatin to \$5.12 for the same units in Ashland. A \$3.00 fee in Tigard would fall midway between those two extremes and should not create opposition among single family and multi-family residents, assuming an effective information campaign is undertaken to explain the reasons for initiation of the fees. It is extremely important for that information campaign to be developed and implemented prior to adoption of the Street Maintenance Fee.

Conclusion

The Street Maintenance Fee appears to be a feasible source of funds for maintenance of the street network, including the street structural section, rights-of-way and sidewalks on collectors, and the street light and traffic signal systems. The fees based on trip generation rates are relatively low for single family and multi-family dwellings. Fees for various businesses are higher, but are commensurate with the number of trips generated by those businesses.

Recommendation

This study recommends the implementation of the Street Maintenance Fee incorporating the four maintenance elements of street maintenance, ROW maintenance, sidewalk maintenance, and street light energy consumption and maintenance. The State Gas Tax is no longer a viable source of funds for anything beyond routine maintenance involving pothole patching and crack sealing. Pavement overlays and reconstruction must be funded through other means. The Street Maintenance Fee is a potential funding source that has been successfully implemented in other jurisdictions and could easily be justified for speedy implementation. The Street Maintenance Fee should be established as soon as possible so that the maintenance backlog on the City streets could be addressed in a comprehensive and effective manner.

The amounts for each of the maintenance elements are adequate as of calendar year 2002. These amounts should be reviewed periodically and compared with the actual revenues received and against the rate of inflation and increases in costs. Hence, the Street Maintenance Fee should be reviewed at least three years after implementation and every three to five years after that. Decisions can be made at those reviews on the need, if any, to increase the fees to attain expected revenues, or to keep pace with the effects of inflation.

Appendices

Appendix A-1 – City of Tigard Street Maintenance Needs
Appendix A-2 – Long-Term Program for Annual Street Maintenance
Appendix B-1 – Street Maintenance Element
Appendix B-2 – ROW Maintenance Element
Appendix B-3 – Sidewalk Maintenance Element
Appendix B-4 – Street Light Maintenance Element
Appendix C – Summary of Rates

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City of Tigard

Street Maintenance Needs

<i>Maintenance Category</i>	<i>Total Cost</i>
Street Reconstruction	\$590,000
Pavement Overlay	\$470,000
Slurry Seals	\$1,010,000
Total Costs	\$2,070,000

Long-Term Program for Annual Street Maintenance

Database

The street list for this long-term program was obtained from a database consisting of all the streets in the City of Tigard. The database was created in 1999 by CHEC Consultants. CHEC inspected each street in the City and assigned ratings based on pavement surface conditions. The Pavement Management Software provided by CHEC Consultants accesses the database and provides recommendations for preventative and corrective maintenance on those streets.

A street is typically divided into segments with similar cross-sections. Changes in the street cross-sections would result in different segments within the same street throughout its entire length. The most common rating used is the Pavement Condition Index (PCI), which assigns a rating from 0 to 100 for each street segment. The higher the number the better the condition of the street. Thus, a newly resurfaced street will have a PCI rating of 100. Although this rating is only one of the factors that are used in determining condition of the street, it is used (for purposes of the study) to provide the basis for a long-term program of preventative and corrective maintenance.

Classifications

The streets are classified into four categories: arterial, collectors, neighborhood routes and local streets. To determine the future conditions of the streets, the following deterioration rates are used: Arterials and Collectors = 2 PCI/year, Neighborhood Routes and Local Streets = 1 PCI/yr. The base year for the PCI rating is 1999.

Street Area

The cost of resurfacing is based on the surface area of the street. The surface area of the street is determined by the product of the street project length and the average width of the street.

Maintenance Options

The four maintenance options being considered in rehabilitating the streets are: Slurry Seal, Thin Overlay, Overlay and Reconstruction.

The determination of maintenance option for each street depends on the updated PCI rating of the street and is shown as follows:

- PCI < 20 requires Reconstruction
- 20 < PCI < 59 requires Overlay
- PCI > 59 on arterials and collectors requires Thin Overlay
- PCI > 59 requires Slurry Seal if the Street is categorized as Local.

Pavement Life Cycle

The following is the life expectancy for each of the four maintenance options:

- Reconstruction = 20 years
- Overlay = 15 to 18 years
- Thin Overlay = 12 to 15 years
- Slurry Seal = 8 to 12 years

Estimate Assumptions

- \$800,000 will be available yearly for the street maintenance.
- Annual inflation rate of 3% is applied to unit cost.
- The unit costs for the year 2003 are as follows:
 - Overlay = \$1.25/s.f. Thin Overlay = \$0.60/s.f., Slurry = \$0.2/s.f.
 - Reconstruction in year 2011 = \$6.00/s.f.

APPENDIX A-2

Maintenance Schedule

With a proposed annual amount of \$800,000 for street maintenance, the objective is to rehabilitate the entire city street inventory in the shortest possible time frame. A strategic plan of careful expenditure and savings enables the entire city street inventory to be rehabilitated in 16 years (from FY 2003-04 to FY2019-20). Approximately \$700,000 out of \$800,000 is spent annually to maintain streets. Approximately \$100,000 is reserved every year. The cumulative reserve amount would be used in future fiscal years for the reconstruction of severely damaged streets as part of the long-term plan.

By FY 2019-20, each street in the entire street inventory would have received some type of maintenance treatment at least once. Due to the life expectancy of the pavements, previously overlaid streets would be revisited by FY 2018-19, thin overlay by FY 2015-16 and slurry seal by FY 2014-15 to determine the need for maintenance at that point. The entire maintenance cycle would begin again in FY 2020-21.

Proposed Major Maintenance Budget Forecast

Road Name	Limits From	To	Classification	1999 PCI	2003 PCI	FY 2003-2004 Recommend Action	Prj_length	Width	Area (s.f.)	Cost
72 ND	VARNS ST	HUNZIKER ST	Arterial	53	45	Overlay	475	40	19000	\$23,750.00
DURHAM	SUMMERFIE DR	113 TH AV	Arterial	56	48	Overlay	470	40	18800	\$23,500.00
72 ND	PINE ST	DARWIN ST	Arterial	67	59	Thin Overlay	420	40	16800	\$10,080.00
72 ND	BAYLOR ST	BAYLOR ST	Arterial	73	65	Thin Overlay	1190	40	47600	\$28,560.00
121 ST	SUMMERCRE DR	SUMMER ST	Collector	47	39	Overlay	320	35	11200	\$14,000.00
121 ST	SUMMER ST	BURLHIGH DR	Collector	58	50	Overlay	275	35	9625	\$12,031.25
121 ST	CHANDLER DR	GAARDE ST	Collector	100	92	Thin Overlay	410	35	14350	\$17,937.50
BONITA	FANNO CRE BR	RR CROSSI	Collector	62	54	Overlay	390	35	13650	\$17,062.50
SCOFFINS	ASH AV	MAIN ST	Collector	46	38	Overlay	425	35	14875	\$18,593.75
CASCADE	SCHOLLS F RD	SCHOLLS F RD	Collector	100	92	Thin Overlay	581	35	20335	\$25,418.75
PFAPPLE	82 ND AV	81 ST AV	Collector	95	87	Thin Overlay	280	35	9800	\$12,250.00
NORTH DAKOTA	121 ST AV	119 TH AV	Neigh'd Route	28	24	Overlay	520	30	15600	\$19,500.00
79 TH	CHURCHILL WY	THURSTON DR	Neigh'd Route	53	49	Overlay	1080	30	32400	\$40,500.00
79 TH	BOND ST	CHURCHILL WY	Neigh'd Route	37	33	Overlay	115	30	3450	\$4,312.50
79 TH	GENTLEWOOD DR	MADA CT	Neigh'd Route	47	43	Overlay	1490	30	44700	\$55,875.00
ROSS	HALL BL	81 ST AV	Neigh'd Route	47	43	Overlay	950	30	28500	\$35,625.00
NORTH DAKOTA	GREENBURG RD	95 TH AV	Neigh'd Route	52	48	Overlay	240	30	7200	\$9,000.00
NORTH DAKOTA	PRIVATE RD	TIEDEMAN AV	Neigh'd Route	82	78	Thin Overlay	1340	30	40200	\$50,250.00
SHADY	GREENBURG RD	GREENBURG RD	Neigh'd Route	68	64	Thin Overlay	1000	30	30000	\$37,500.00
92 ND	PARKING L	PARKING L	Neigh'd Route	63	59	Thin Overlay	335	30	10050	\$12,562.50
132 ND	133 RD AV	133 RD AV	Local	24	20	Overlay	925	25	23125	\$28,906.25
112 TH	ERROL ST	WALNUT ST	Local	26	22	Overlay	500	25	12500	\$15,625.00
66 TH	HAMPTON ST	HAMPTON ST	Local	30	26	Overlay	510	25	12750	\$15,937.50
67 TH	CLINTON ST	END	Local	48	44	Overlay	845	25	21125	\$26,406.25
THORN/81ST	CUL-DE-SA	THORN ST	Local	47	43	Overlay	106	25	2650	\$3,312.50
66 TH	HAMPTON ST	FRANKLIN ST	Local	55	51	Overlay	620	25	15500	\$19,375.00
Sub Total										\$577,871.25
Engineering & Admin=10%, Overlay Cost=\$1.25/s.f. , Thin Overlay Cost=\$0.6/s.f.										\$57,787.13
Total										\$635,658
Accumulated Reserve Total										\$164,341.63

Road Name	Limits From	To	Classification	1999 PCI	2004 PCI	FY 2004-2005 Recommend Action	Prj_length	Width	Area (s.f.)	Cost
GREENBURG	LINCOLN AV	98 TH AV	Arterial	84	74	Thin Overlay	2150	40	86000	\$53,148.00
GREENBURG	CENTER ST	LINCOLN AV	Arterial	88	78	Thin Overlay	800	40	32000	\$19,776.00
GREENBURG	PACIFIC HW	CENTER ST	Arterial	54	44	Overlay	211	40	8440	\$11,528.27
72 ND	OAK ST	VENTURA DR	Arterial	80	70	Thin Overlay	1087	40	43480	\$26,870.64
DURHAM	92 ND AV	HALL BL	Arterial	80	70	Thin Overlay	1799	40	71960	\$44,471.28
DURHAM	SERENA CT	92 ND AV	Arterial	80	70	Thin Overlay	2020	40	80800	\$49,934.40
DURHAM	74 TH AV	BORNEFSER RD	Arterial	75	65	Thin Overlay	450	40	18000	\$11,124.00
DURHAM	113 TH AV	SERENA CT	Arterial	80	70	Thin Overlay	2510	40	100400	\$62,047.20
BURNHAM	ASH AV	ASH AV	Collector	36	26	Overlay	760	35	26600	\$34,247.50
BURNHAM	HALL BL	ASH AV	Collector	35	25	Overlay	1205	35	42175	\$54,300.31
TIEDEMAN	WALNUT ST	CITY LIMIT	Collector	31	21	Overlay	210	35	7350	\$9,463.13
TIEDEMAN	CITY LIMIT	CITY LIMIT	Collector	42	32	Overlay	290	35	10150	\$13,068.13
121 ST	BURLHIGH DR	NORTH DAK ST	Collector	100	90	Thin Overlay	245	35	8575	\$5,299.35
SCOFFINS	HALL BL	ASH AV	Collector	80	70	Thin Overlay	470	35	16450	\$10,166.10
VENTURA	VENTURA DR	BARBARA LN	Neigh'd Route	65	60	Thin Overlay	890	30	26700	\$16,500.60
130 TH	CUL-DE-SA	MORNINGST DR	Neigh'd Route	66	61	Thin Overlay	610	30	18300	\$11,309.40
SUMMERFIELD	DURHAM RD	114 TH CT	Neigh'd Route	72	67	Thin Overlay	1000	30	30000	\$18,540.00
78 TH	PFAPPLE ST	SPRUCE ST	Neigh'd Route	75	70	Thin Overlay	280	30	8400	\$5,191.20
COMMERCIAL	95 TH AV	Neigh'd Route	Neigh'd Route	80	75	Thin Overlay	250	30	7500	\$4,635.00
LOCUST	GREENBURG RD	92 ND AV	Neigh'd Route	82	77	Thin Overlay	1070	30	32100	\$19,837.80
MURDOCK	98 TH AV	97 TH AV	Neigh'd Route	82	77	Thin Overlay	300	30	9000	\$5,562.00
BENCHVIEW	ALPINE VI CT	BRIM PL	Neigh'd Route	82	77	Thin Overlay	2495	30	74850	\$46,257.30
GARDEN	GARDEN PL	GARDEN PL	Local	58	53	Overlay	850	25	21250	\$27,359.38
69 TH	DARTMOUTH ST	CLINTON ST	Local	52	47	Overlay	305	25	7625	\$9,817.63
SANDBURG	72 ND AV	CUL-DE-SA	Local	53	48	Overlay	935	25	23375	\$30,095.31
113 TH	END	END	Local	53	48	Overlay	730	25	18250	\$23,496.88
ASH	COMMERCIA ST	SCOFFINS ST	Local	55	50	Overlay	415	25	10375	\$13,357.81
Sub Total										\$637,404.16
Engineering & Admin=10%, Overlay Cost=\$1.2875/s.f. , Thin Overlay=\$0.618/s.f.										\$63,740.42
Total										\$701,145
Accumulated Reserve Total										\$263,197.04

Road Name	Limits From	To	Classification	1999 PCI	2005 PCI	FY 2005-2006 Recommend Action	Prj_length	Width	Area (s.f.)	Cost
72 ND	FIR ST	VARNS ST	Arterial	80	68	Thin Overlay	360	40	14400	\$9,166.18
72 ND	BAYLOR ST	VILLA RID WY	Arterial	82	70	Thin Overlay	150	40	6000	\$3,819.24
WALNUT	BARROWS (RD	SHOPPING	Arterial	82	70	Thin Overlay	260	40	10400	\$6,620.02
WALNUT	SHOPPING	NORTHVIEW DR	Arterial	82	70	Thin Overlay	230	40	9200	\$5,856.17
WALNUT	NORTHVIEW DR	135 TH AV	Arterial	84	72	Thin Overlay	1610	40	64400	\$40,993.18
WALNUT	135 TH AV	132 ND AV	Arterial	90	78	Thin Overlay	1475	40	59000	\$37,555.86
WALNUT	132 ND AV	128 TH AV	Arterial	90	78	Thin Overlay	950	40	38000	\$24,188.52
PFAPPLE	83 RD AV	82 ND AV	Collector	82	70	Thin Overlay	220	35	7700	\$4,901.36
68 TH	66 TH AV	HAMPTON ST	Collector	84	72	Thin Overlay	895	35	31325	\$19,939.62
68 TH	HAMPTON ST	66 TH AV	Collector	84	72	Thin Overlay	895	35	31325	\$19,939.62
BONITA	RR CROSSI	72 ND AV	Collector	84	72	Thin Overlay	820	35	28700	\$18,268.70
MAIN	PACIFIC HW	PACIFIC HW	Collector	84	72	Thin Overlay	285	35	9975	\$6,349.49
121 ST	MERESTONE CT	SUMMERCRE DR	Collector	84	72	Thin Overlay	300	35	10500	\$6,683.67
WALNUT	ASCENSION DR	END	Collector	82	70	Thin Overlay	210	35	7350	\$4,678.57
OAK	GREENBURG RD	95 TH AV	Collector	84	72	Thin Overlay	1085	35	37975	\$24,172.61
CASCADE	GREENBURG RD	SCHOLLS F RD	Collector	95	83	Thin Overlay	775	35	27125	\$17,266.15
CASCADE	SCHOLLS F RD	SCHOLLS F RD	Collector	100	88	Thin Overlay	634	35	22190	\$14,124.82
90 TH	GREENBURG RD	NORTH DAK ST	Neigh'd Route	85	79	Thin Overlay	1610	30	48300	\$30,744.88
SPRINGWOOD	COTTONWOOD LN	IRONWOOD LP	Neigh'd Route	64	58	Overlay	510	30	15300	\$20,289.71
NORTH DAKOTA	GREENBURG RD	GREENBURG RD	Neigh'd Route	55	49	Overlay	683	30	20490	\$27,172.30
98 TH	SATTLER ST	MURDOCK ST	Neigh'd Route	64	58	Overlay	1100	30	33000	\$43,762.13
HILLSHIRE	CUL-DE-SA	BLUE GUM CT	Neigh'd Route	84	78	Thin Overlay	3175	30	95250	\$60,630.44
CANTERBURY	PACIFIC HW	109 TH AV	Neigh'd Route	84	78	Thin Overlay	785	30	23550	\$14,990.52
98 TH	COMMERCIA ST	LONDON CT	Neigh'd Route	82	76	Thin Overlay	240	30	7200	\$4,583.09
FREWING	ASH AV	PACIFIC HW	Neigh'd Route	68	62	Thin Overlay	1430	30	42900	\$27,307.57
91 ST	PINEBROOK ST	CUL-DE-SA	Neigh'd Route	81	75	Thin Overlay	420	30	12600	\$8,020.40
93 RD	INEZ ST	MCDONALD ST	Neigh'd Route	95	89	Thin Overlay	1300	30	39000	\$24,825.06
NIMBUS	CUL-DE-SA	SCHOLLS F RD	Local	55	49	Overlay	1300	25	32500	\$43,099.06
FRANKLIN	68 TH AV	66 TH AV	Local	56	50	Overlay	520	25	13000	\$17,239.63
CARMEN	121 ST AV	CITY LIMIT	Local	57	51	Overlay	270	25	6750	\$8,951.34
PINE	69 TH AV	CUL-DE-SA	Local	60	54	Overlay	815	25	20375	\$27,019.80
85 TH	CITY LIMIT	DURHAM RD	Local	62	56	Overlay	795	25	19875	\$26,356.73
Sub Total										\$649,516.40
Engineering & Admin=10%, Overlay Cost=\$1.326/s.f. , Thin Overlay=\$0.636/s.f.										\$64,951.64
Total										\$714,468
Accumulated Reserve Total										\$348,729.01

Road Name	Limits From	To	Classification	FY 2006-2007		Prj_length	Width	Area (s.f.)	Cost	
				1999 PCI	2006 PCI					
72 ND	HAMPTON ST	DARTMOUTH ST	Arterial	100	86	Thin Overlay	2000	40	80000	\$52,450.90
72 ND	CLINTON ST	BAYLOR ST	Arterial	100	86	Thin Overlay	610	40	24400	\$15,997.52
72 ND	DARTMOUTH ST	CLINTON ST	Arterial	86	72	Thin Overlay	465	40	18600	\$12,194.83
72 ND	SPRUCE ST	PINE ST	Arterial	82	68	Thin Overlay	360	40	14400	\$9,441.16
72 ND	OAK ST	OAK ST	Arterial	93	79	Thin Overlay	321	40	12840	\$8,418.37
72 ND	CITY LIMIT	REDWOOD LN	Arterial	100	86	Thin Overlay	5458	40	218320	\$143,138.50
72 ND	REDWOOD LN	BONITA RD	Arterial	100	86	Thin Overlay	1973	40	78920	\$51,742.81
MAIN	FANNO CRE BR	SCOFFINS ST	Collector	82	68	Thin Overlay	1795	35	62825	\$41,190.34
PFÄFFLE	81 ST AV	PACIFIC HW	Collector	82	68	Thin Overlay	1130	35	39550	\$25,930.41
MCDONALD	93 RD AV	HALL BL	Collector	80	66	Thin Overlay	1830	35	64050	\$41,993.50
68 TH	66 TH AV	66 TH AV	Collector	100	86	Thin Overlay	630	35	22050	\$14,456.78
69 TH	PACIFIC HW	PINE ST	Collector	100	86	Thin Overlay	320	35	11200	\$7,343.13
BONITA	HALL BL	79 TH AV	Collector	100	86	Thin Overlay	1515	35	53025	\$34,765.11
BONITA	72 ND AV	INTERSTAT HW	Collector	100	86	Thin Overlay	1170	35	40950	\$26,848.30
BONITA	INTERSTAT HW	72 ND AV	Collector	100	86	Thin Overlay	1170	35	40950	\$26,848.30
WALNUT	PACIFIC HW	PACIFIC HW	Neigh'd Route	70	63	Thin Overlay	245	30	7350	\$4,818.93
ASH	COWLES CT	GARRETT ST	Neigh'd Route	74	67	Thin Overlay	205	30	6150	\$4,032.16
BENCHVIEW	BULL MOUN RD	ALPINE VI	Neigh'd Route	82	75	Thin Overlay	695	30	20850	\$13,670.01
95 TH	END	OAK ST	Local	61	54	Overlay	285	25	7125	\$9,732.10
66 TH	END	68 TH PW	Local	62	55	Overlay	455	25	11375	\$15,537.21
66 TH	68 TH PW	HAMPTON ST	Local	62	55	Overlay	1045	25	26125	\$35,684.37
FERN	CITY LIMIT	138 TH AV	Local	77	70	Slurry	355	25	8875	\$1,939.59
LOMITA	90 TH AV	CUL-DE-SA	Local	62	55	Overlay	575	25	14375	\$19,634.94
SPRUCE	89 TH AV	HALL BL	Local	62	55	Overlay	720	25	18000	\$24,586.36
Sub Total									\$642,395.63	\$107,115
Engineering & Admin=10%, Overlay Cost=\$1.365/s.f. , Thin Overlay=\$0.655/s.f. Slurry Cost=\$0.218/s.f.									\$64,239.56	
Total									\$706,635	
Accumulated Reserve Total									\$442,093.82	

Road Name	Limits From	To	Classification	FY 2007-2008		Prj_length	Width	Area (s.f.)	Cost	
				1999 PCI	2007 PCI					
72 ND	BONITA RD	SANDBURG ST	Arterial	100	84	Thin Overlay	2595	40	103800	\$70,096.69
72 ND	SANDBURG ST	FIR ST	Arterial	100	84	Thin Overlay	680	40	27200	\$18,368.30
72 ND	HUNZIKER ST	HAMPTON ST	Arterial	100	84	Thin Overlay	325	40	13000	\$8,778.97
DURHAM	PACIFIC HW	SUMMERFIE DR	Arterial	95	79	Thin Overlay	560	40	22400	\$15,126.84
DURHAM	HALL BL	79 TH AV	Arterial	100	84	Thin Overlay	1695	40	67800	\$45,785.70
DURHAM	79 TH AV	79 TH AV	Arterial	100	84	Thin Overlay	1145	40	46600	\$31,469.23
PFÄFFLE	HALL BL	HALL BL	Collector	70	54	Overlay	215	35	7525	\$10,586.82
121 ST	NORTH DAK ST	MANZANITA CT	Collector	70	54	Overlay	970	35	33950	\$47,763.78
BONITA	79 TH AV	MILTON CT	Collector	85	69	Thin Overlay	1170	35	40950	\$27,653.75
TIEDEMAN	CITY LIMIT	106 TH AV	Collector	77	61	Thin Overlay	225	35	7875	\$5,318.03
BURNHAM	ASH AV	ASH AV	Collector	86	70	Thin Overlay	1525	35	53450	\$35,545.35
CASCADE	GREENBURG RD	GREENBURG RD	Collector	80	64	Thin Overlay	880	35	30800	\$20,799.40
WALNUT	GRANT AV	PACIFIC HW	Collector	80	64	Thin Overlay	475	35	16625	\$11,226.95
MISTLETOE	HILLSHIRE DR	BENCHVIEW CT	Neigh'd Route	82	74	Thin Overlay	360	30	10800	\$7,293.30
SATTLER	100 TH AV	98 TH AV	Neigh'd Route	82	74	Thin Overlay	475	30	14250	\$9,623.10
115 TH	GENESIS LP	CITY LIMIT	Neigh'd Route	82	74	Thin Overlay	480	30	14400	\$9,724.40
WINTERLAKE	SHORE DR	WINTERLAKE CT	Neigh'd Route	100	83	Thin Overlay	100	30	3000	\$20,259.16
108 TH	TITAN LN	DURHAM RD	Neigh'd Route	78	70	Thin Overlay	880	30	26400	\$17,828.06
98 TH	DURHAM RD	SUMMERFIE DR	Neigh'd Route	77	69	Thin Overlay	1160	30	34800	\$23,500.62
95 TH	GREENBURG RD	SHADY LN	Neigh'd Route	90	82	Thin Overlay	1810	30	54300	\$36,669.08
97 TH	MURDOCK ST	MCDONALD ST	Neigh'd Route	90	82	Thin Overlay	1968	30	59040	\$39,870.02
98 TH	SUMMERFIE DR	SATTLER ST	Neigh'd Route	87	79	Thin Overlay	1060	30	31800	\$21,474.71
98 TH	LONDON CT	GREENBURG RD	Neigh'd Route	100	92	Thin Overlay	1045	30	31350	\$21,170.82
ANN	124 TH AV	CUL-DE-SA	Local	63	55	Overlay	535	25	13375	\$18,817.10
LANDAU	77 TH AV	72 ND AV	Local	74	66	Slurry	1267	25	31675	\$7,130.10
TIGARD	116 TH AV	115 TH AV	Local	66	58	Overlay	264	25	6600	\$9,285.45
ELMHURST	72 ND AV	70 TH AV	Local	67	59	Slurry	515	25	12875	\$2,898.19
126 TH	KAREN ST	CUL-DE-SA	Local	68	60	Slurry	375	25	9375	\$2,110.83
KATHERINE	131 ST AV	128 TH AV	Local	70	62	Slurry	590	25	14750	\$3,320.25
105 TH	CUL-DE-SA	MCDONALD ST	Local	71	63	Slurry	390	25	9750	\$2,194.74
KATHERINE	KAROL CT	KAROL CT	Local	72	64	Slurry	317	25	7925	\$1,783.93
COLONY CREEK	CUL-DE-SA	CUL-DE-SA	Local	80	72	Slurry	850	25	21250	\$4,783.41
133 RD	132 ND AV	BULL MOUN RD	Local	53	45	Overlay	1625	25	40625	\$57,154.74
Sub Total									\$633,411.32	\$109,478
Engineering & Admin=10%, Overlay Cost=\$1.406/s.f. , Thin Overlay=\$0.675/s.f. Slurry Cost=\$0.225/s.f.									\$63,341.13	
Total									\$696,752	
Accumulated Reserve Total									\$545,341.37	

FY 2008-2009										
Road Name	Limits From	To	Classification	1999 PCI	2008 PCI	Recommend Action	Prj_Length	Width	Area (s.f.)	Cost
DURHAM	SUMMERFIE LN	SUMMERFIE LN	Arterial	100	82	Thin Overlay	560	40	22400	\$15,580.64
WALNUT	139 TH AV	135 TH AV	Arterial	100	82	Thin Overlay	880	40	35200	\$24,483.87
WALNUT	69 TH AV	69 TH AV	Collector	76	58	Thin Overlay	76	35	26625	\$9,616.16
121 ST	ROSE VIST DR	HOWARD DR	Collector	81	63	Thin Overlay	1170	35	40950	\$28,483.36
69 TH	PACIFIC HW	PACIFIC HW	Collector	82	64	Thin Overlay	140	35	4900	\$3,408.27
OAK	87 TH AV	HALL BL	Collector	100	82	Thin Overlay	220	35	7700	\$5,355.85
135 TH	WALNUT ST	SCHOLLS F RD	Collector	100	82	Thin Overlay	3787	35	132545	\$92,193.59
SCOFFINS	ASH AV	ASH AV	Collector	100	82	Thin Overlay	155	35	5425	\$3,773.44
HAMPTON	68 TH PW	66 TH AV	Collector	82	64	Thin Overlay	305	35	10675	\$7,425.15
HAMPTON	66 TH AV	66 TH AV	Collector	82	64	Thin Overlay	225	35	7875	\$5,477.57
OAK	72 ND AV	71 ST AV	Collector	82	64	Thin Overlay	460	35	16100	\$11,198.59
CASCADE	GREENBURG RD	GREENBURG RD	Collector	95	77	Thin Overlay	2490	35	87150	\$60,618.44
CASCADE	SCHOLLS F RD	SCHOLLS F RD	Collector	82	64	Thin Overlay	581	35	20335	\$14,144.30
HAMPTON	70 TH AV	68 TH PW	Collector	90	72	Thin Overlay	35	35	18725	\$13,024.44
HUNZIKER	HALL BL	72 ND AV	Collector	94	76	Thin Overlay	3855	35	134925	\$93,849.03
ASCENSION	MISTLETOE DR	WALNUT LN	Neigh'd Route	82	73	Thin Overlay	4180	30	125400	\$87,223.78
MISTLETOE	ASCENSION DR	ESSEX DR	Neigh'd Route	82	73	Thin Overlay	255	30	7650	\$5,321.07
MISTLETOE	ASCENSION DR	HILLSHIRE DR	Neigh'd Route	82	73	Thin Overlay	1615	30	48450	\$33,700.10
MISTLETOE	BENCHVIEW CT	ALPINE	Neigh'd Route	82	73	Thin Overlay	1065	30	31950	\$22,223.28
OAK	71 ST AV	69 TH AV	Neigh'd Route	82	73	Thin Overlay	635	30	19050	\$13,250.50
OMARA	HILL ST	CHELSEA LP	Neigh'd Route	76	67	Thin Overlay	615	30	18450	\$12,833.16
PARK	WATKINS AV	GRANT AV	Neigh'd Route	76	67	Thin Overlay	695	30	20850	\$14,502.52
WATKINS	WATKINS PL	WALNUT ST	Neigh'd Route	77	68	Thin Overlay	1185	30	35550	\$24,727.32
NORTH DAKOTA	SPRINGWOOD DR	ANTON DR	Neigh'd Route	78	69	Thin Overlay	530	30	15900	\$11,059.47
PARK	DERRY DEL CT	WATKINS AV	Local	76	67	Slurry	1250	25	31250	\$7,245.46
76 TH	END	BONITA RD	Local	73	64	Slurry	200	25	5000	\$1,159.27
CLINTON	69 TH AV	68 TH AV	Local	73	64	Slurry	260	25	6500	\$1,507.06
FERN	CITY LIMIT	135 TH AV	Local	73	64	Slurry	125	25	3125	\$724.55
121 ST	GAARDE ST	ROSE VIST DR	Local	77	68	Slurry	520	25	13000	\$3,014.11
79 TH	PACIFIC HW	PACIFIC HW	Local	74	65	Slurry	211	25	5275	\$1,223.03
79 TH	PACIFIC HW	PACIFIC HW	Local	74	65	Slurry	317	25	7925	\$1,837.45
87 TH	MCDONALD ST	CUL-DE-SA	Local	74	65	Slurry	525	25	13125	\$3,043.09
DERRY DELL	PARK ST	WATKINS AV	Local	74	65	Slurry	495	25	12375	\$2,869.20
114 TH	CUL-DE-SA	TIGARD ST	Local	74	65	Slurry	580	25	14500	\$3,361.89
136 TH	CUL-DE-SA	WALNUT LN	Local	74	65	Slurry	205	25	5125	\$1,188.26
PARK	GRANT AV	PACIFIC HW	Local	78	69	Slurry	175	25	4375	\$1,014.36
MANZANITA	119 TH AV	115 TH AV	Local	75	66	Slurry	840	25	21000	\$4,868.95
126 TH	BULL MOUN RD	END	Local	66	57	Overlay	440	25	11000	\$15,940.02
JULIA	CUL-DE-SA	93 RD AV	Local	80	71	Slurry	400	25	10000	\$2,318.55
LEHMAN	GREENBURG RD	GREENBURG RD	Local	80	71	Slurry	255	25	6375	\$1,478.07
MARTHA	COPPER CR DR	93 RD AV	Local	80	71	Slurry	430	25	10750	\$2,492.44
MILLEN	93 RD AV	92 ND AV	Local	80	71	Slurry	395	25	9875	\$2,289.57
113 TH	CUL-DE-SA	CUL-DE-SA	Local	80	71	Slurry	320	25	8000	\$1,854.84
123 RD	CUL-DE-SA	KATHERINE ST	Local	80	71	Slurry	430	25	10750	\$2,492.44
SERENA	WOODCREST AV	PICKS CT	Local	82	73	Slurry	1105	25	27625	\$6,404.99
93 RD	CUL-DE-SA	MARTHA ST	Local	82	73	Slurry	1400	25	35000	\$8,114.92
MILLEN	COPPER CR DR	MILLEN/94 CT	Local	84	75	Slurry	520	25	13000	\$3,014.11
CARDINAL	SEQUOIA P	CUL-DE-SA	Local	84	75	Slurry	400	25	10000	\$2,318.55
BOXELDER	HILLSHIRE DR	MINT PL	Local	82	73	Slurry	265	25	6625	\$1,536.04
IRONWOOD	SPRINGWOOD DR	SPRINGWOOD DR	Local	82	73	Slurry	2270	25	56750	\$13,157.76
RIVERWOOD	RIVERWOOD PL	END	Local	82	73	Slurry	1825	25	45625	\$10,578.38
Sub Total									\$720,521.30	\$107,047.33
Engineering & Admin.=10%, Overlay Cost=\$1,449/s.f., Thin Overlay=\$0.695/s.f., Slurry Cost=\$0.231/s.f.									Total	\$792,573.33

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GRANT	CUL-DE-SA	GRANT CT	Neigh'd Route	85	73	Thin Overlay	300	30	9000	\$7,045.78
HILLSHIRE	BLUE GUM CT	WESTRIDGE TE	Neigh'd Route	90	78	Thin Overlay	745	30	22350	\$17,497.01
MCDONALD	PACIFIC HW	105 TH AV	Neigh'd Route	92	80	Thin Overlay	404	30	12120	\$9,488.31
NORTH DAKOTA	115 TH AV	114 TH PL	Neigh'd Route	83	71	Thin Overlay	275	30	8250	\$6,458.63
STARVIEW	END	END	Local	82	70	Slurry	170	25	4250	\$1,076.75
TALON	AERIE DR	END	Local	82	70	Slurry	125	25	3125	\$791.73
TANGELA	95 TH AV	CUL-DE-SA	Local	82	70	Slurry	335	25	8375	\$2,121.84
TANDAK	BRIM PL	CUL-DE-SA	Local	82	70	Slurry	335	25	8375	\$2,121.84
TERRACE TRAILS	CUL-DE-SA	115 TH AV	Local	82	70	Slurry	1015	25	25375	\$6,428.86
VARNIS	72 ND AV	END	Local	82	70	Slurry	140	25	3500	\$886.74
WAGONER	MISTLETOE DR	CUL-DE-SA	Local	82	70	Slurry	255	25	6375	\$1,615.13
WATKINS	CUL-DE-SA	WATKINS AV	Local	82	70	Slurry	370	25	9250	\$2,343.52
WELLINGTON	CUL-DE-SA	ROCKINGHA DR	Local	82	70	Slurry	415	25	10375	\$2,628.55
WHITEHALL	135 TH AV	BROADMOOR PL	Local	82	70	Slurry	250	25	6250	\$1,583.46
WHITECEDAR	CUL-DE-SA	BENCHVIEW TR	Local	82	70	Slurry	520	25	13000	\$3,293.60
WILMINGTON	END	RIDGEFIEL LN	Local	82	70	Slurry	475	25	11875	\$3,008.58
WINTERLAKE	CUL-DE-SA	WINTERLAK DR	Local	82	70	Slurry	225	25	5625	\$1,425.12
WOODSHIRE	MORNINGST DR	FERNRIDGE TE	Local	82	70	Slurry	560	25	14000	\$3,546.96
122 ND	KATHERINE ST	CUL-DE-SA	Local	82	70	Slurry	535	25	13375	\$3,388.61
123 RD	WALNUT ST	CUL-DE-SA	Local	82	70	Slurry	340	25	8500	\$2,153.51
123 RD	GAARDE ST	AERIE DR	Local	82	70	Slurry	170	25	4250	\$1,076.75
124 TH	AERIE DR	END	Local	82	70	Slurry	250	25	6250	\$1,583.46
129 TH	MORNINGST DR	END	Local	82	70	Slurry	180	25	4500	\$1,140.09
133 RD	BENISH ST	BENISH ST	Local	82	70	Slurry	150	25	3750	\$950.08
FIR	72 ND AV	72 ND AV	Local	84	72	Slurry	935	25	23375	\$5,922.15
GREENLEAF	SUMMERFIE RD	GREENS WY	Local	84	72	Slurry	1220	25	30500	\$7,727.30
AERIE	TALON LN	CUL-DE-SA	Local	84	72	Slurry	1510	25	37750	\$9,564.11
BLUE GUM	HILLSHIRE DR	CUL-DE-SA	Local	83	71	Slurry	260	25	6500	\$1,646.80
BROOKSIDE	BROOKSIDE AV	CUL-DE-SA	Local	83	71	Slurry	315	25	7875	\$1,995.16
FANNO CREEK	FANNO CRE LP	FANNO CRE DR	Local	83	71	Slurry	710	25	17750	\$4,497.03
SUMMERCREST	NORTH DAK ST	121 ST AV	Local	84	72	Slurry	2425	25	60625	\$10,951.23
COPPER CREEK	RIVERWOOD LN	CUL-DE-SA	Local	84	72	Slurry	1945	25	48625	\$12,319.34
69 TH	HAMPTON ST	HAMPTON ST	Local	84	72	Slurry	175	25	4375	\$1,108.42
88 TH	REILING ST	END	Local	84	72	Slurry	130	25	3250	\$823.40
89 TH	CUL-DE-SA	CUL-DE-SA	Local	84	72	Slurry	550	25	13750	\$3,483.62
Engineering & Admin=10%.									\$1,320,762.56	\$103,204
Overlay Cost=\$1.583/s.f. , Thin Overlay=\$0.760/s.f. Slurry Cost=\$0.253/s.f. Reconstruction=\$6.0/s.f.									\$132,076.26	\$1,452,839
Accumulated Reserve Total									\$207,564.68	

FY 2012-2013										
Road Name	Limits From	To	Classification	1999 PCI	2012PCI	Recommend Action	Prj_length	Width	Area (s.f.)	Cost
NORTH DAKOTA	GREENBURG RD	GREENBURG RD	Neigh'd Route	85	72	Thin Overlay	390	30	11700	\$9,159.51
NORTH DAKOTA	95 TH AV	95 TH AV	Neigh'd Route	85	72	Thin Overlay	280	30	8400	\$6,576.06
NORTH DAKOTA	94 TH AV	94 TH AV	Neigh'd Route	85	72	Thin Overlay	1115	30	33450	\$26,186.80
OMARA	HILL ST	HILL ST	Neigh'd Route	90	77	Thin Overlay	1970	30	59100	\$46,291.46
OMARA	CHELSEA LP	HALL BL	Neigh'd Route	90	77	Thin Overlay	1290	30	38700	\$30,296.83
SATTLER	100 TH AV	100 TH AV	Neigh'd Route	93	80	Thin Overlay	195	30	5850	\$4,579.75
SATTLER	98 TH AV	96 TH AV	Neigh'd Route	93	80	Thin Overlay	510	30	15300	\$11,977.82
SATTLER	96 TH AV	92 ND AV	Neigh'd Route	90	77	Thin Overlay	1320	30	39600	\$31,001.41
SATTLER	91 ST AV	91 ST AV	Neigh'd Route	90	77	Thin Overlay	265	30	7950	\$6,223.77
SATTLER	91 ST AV	91 ST AV	Neigh'd Route	90	77	Thin Overlay	120	30	3600	\$2,818.31
SATTLER	NO NAME DR	HALL BL	Neigh'd Route	88	75	Thin Overlay	995	30	29850	\$23,368.49
SEOUOIA PARKWAY	BOONESFER RD	BONITA RD	Neigh'd Route	92	79	Thin Overlay	3085	30	92550	\$72,454.05
SPRINGWOOD	SUMMER LA DR	NORTH DAK ST	Neigh'd Route	97	84	Thin Overlay	790	30	23700	\$18,553.87
SPRINGWOOD	IRONWOOD LP	IRONWOOD LP	Neigh'd Route	81	68	Thin Overlay	215	30	6450	\$5,049.47
SPRINGWOOD	SCHOLLS F RD	SCHOLLS F RD	Neigh'd Route	81	68	Thin Overlay	490	30	14700	\$11,508.17
SPRINGBROOK	BARROWS (RD	TALLWOOD DR	Neigh'd Route	90	77	Thin Overlay	360	30	10800	\$8,454.93
SUMMERFIELD	114 TH CT	98 TH AV	Neigh'd Route	87	74	Thin Overlay	3680	30	110400	\$86,428.18
SUMMERFIELD	114 TH AV	DURHAM RD	Neigh'd Route	90	77	Thin Overlay	300	30	9000	\$7,045.78
TIGARD	ALDERBROO DR	ALDERBROO DR	Neigh'd Route	78	65	Thin Overlay	1080	30	32400	\$25,364.79
TIGARD	115 TH AV	TWIN PARK PL	Neigh'd Route	94	81	Thin Overlay	950	30	28500	\$22,311.42
TIGARD	TWIN PARK PL	FANNO CRE BR	Neigh'd Route	87	74	Thin Overlay	1862	30	55860	\$43,730.78
TIGARD	FANNO CRE BR	TIEDEMAN AV	Neigh'd Route	90	77	Thin Overlay	370	30	11100	\$8,689.79
ALBERTA	END	121 ST AV	Local	84	71	Slurry	660	25	16500	\$4,305.75
AMBIANCE	GENESIS LP	CUL-DE-SA	Local	84	71	Slurry	460	25	11500	\$3,000.98
FANNO CREEK	80 TH CT	FANNO CRE PL	Local	84	71	Slurry	165	25	4125	\$1,076.44
FANNO CREEK	FANNO CRE CT	COLONY CR CT	Local	84	71	Slurry	25	25	5500	\$1,435.25
FERN	138 TH AV	CITY LIMIT	Local	84	71	Slurry	400	25	10000	\$2,609.55
GREENLEAF	GREENS WY	GREENS WY	Local	84	71	Slurry	400	25	10000	\$2,609.55
KNOLL	HALL BL	HUNZIKER ST	Local	84	71	Slurry	785	25	19625	\$5,121.23
LAKEWOOD	IRONWOOD LP	CUL-DE-SA	Local	84	71	Slurry	370	25	9250	\$2,413.83
MARA	CUL-DE-SA	79 TH AV	Local	84	71	Slurry	290	25	7250	\$1,891.92
MILTON	BONITA RD	CUL-DE-SA	Local	84	71	Slurry	1520	25	38000	\$9,916.28
MINT	BOXELDER ST	CUL-DE-SA	Local	84	71	Slurry	335	25	8375	\$2,185.50
MOUNTAIN RIDGE	CUL-DE-SA	134 TH AV	Local	84	71	Slurry	295	25	7375	\$1,924.54
NOVA	CUL-DE-SA	GENESIS LP	Local	84	71	Slurry	275	25	6875	\$1,794.06
PICKS	103 RD AV	SERENA WY	Local	84	71	Slurry	120	25	3000	\$782.86
PICKS	SERENA WY	SERENA WY	Local	84	71	Slurry	2000	25	50000	\$1,304.77
REILING	88 TH AV	CUL-DE-SA	Local	84	71	Slurry	645	25	16125	\$4,207.89
SYLVAN	CUL-DE-SA	SERENA WY	Local	84	71	Slurry	265	25	6625	\$1,728.82
WILLOWBROOK	END	109 TH AV	Local	84	71	Slurry	120	25	3000	\$782.86
100 TH	LADY MARI DR	MURDOCK ST	Local	84	71	Slurry	845	25	21125	\$5,512.67
ASHBURY	SWEENDON LP	SWEENDON LP	Local	85	72	Slurry	370	25	9250	\$2,413.83
FERNRIDGE	END	MORNINGST DR	Local	86	73	Slurry	470	25	11750	\$3,066.22
WAVERLY	92 ND AV	END	Local	86	73	Slurry	1215	25	30375	\$7,926.50
BASSWOOD	CUL-DE-SA	IRONWOOD LP	Local	86	73	Slurry	352	25	8800	\$2,296.40
BOXELDER	MINT PL	ESSEX DR	Local	86	73	Slurry	240	25	6000	\$1,565.73
CHIMNEY RIDGE	MORNING H DR	131 ST AV	Local	86	73	Slurry	520	25	13000	\$3,392.41
ESSEX	HILLSHIRE DR	BOXELDER ST	Local	86	73	Slurry	86	25	39750	\$10,372.95
FANNO CREEK	CUL-DE-SA	CUL-DE-SA	Local	86	73	Slurry	270	25	6750	\$1,761.44
MARCIA	139 TH AV	LIDEN DR	Local	86	73	Slurry	725	25	18125	\$4,729.80
113 TH	FONNER ST	END	Local	86	73	Slurry	475	25	11875	\$3,098.84
118 TH	CUL-DE-SA	SPRINGWOOD DR	Local	86	73	Slurry	475	25	11875	\$3,098.84
67 TH	CUL-DE-SA	DAK ST	Local	88	75	Slurry	255	25	6375	\$1,663.59
69 TH	DAK ST	END	Local	88	75	Slurry	275	25	6875	\$1,794.06
FAIRVIEW	CUL-DE-SA	FAIRVIEW LN	Local	88	75	Slurry	355	25	8875	\$2,315.97
WEAVER	FANNO CRE DR	END	Local	88	75	Slurry	140	25	3500	\$913.34
123 RD	END	MARION ST	Local	88	75	Slurry	130	25	3250	\$848.10
76 TH	BOND ST	END	Local	95	82	Slurry	255	25	6375	\$1,663.59
91 ST	CUL-DE-SA	NORTH DAK ST	Local	95	82	Slurry	495	25	12375	\$3,229.31
94 TH	GREENBURG RD	CUL-DE-SA	Local	95	82	Slurry	154	25	3850	\$1,004.68
FANNO CREEK	END	BOONESFER RD	Local	95	82	Slurry	390	25	9750	\$2,544.31
109 TH	NAEVE ST	NAEVE ST	Local	95	82	Slurry	500	25	12500	\$3,261.93
Engineering & Admin=10%.									\$625,613.95	\$117,567
Overlay Cost=\$1.630/s.f. , Thin Overlay=\$0.782/s.f. Slurry Cost=\$0.260/s.f. Reconstruction=\$6.18/s.f.									\$62,561.40	\$688,175
Accumulated Reserve Total									\$319,389.33	

FY 2013-2014										
Road Name	Limits From	To	Classification	1999 PCI	2013 PCI	Recommend Action	Prj_length	Width	Area (s.f.)	Cost
VENTURA	72 ND AV	VENTURA PL	Neigh'd Route	83	69	Thin Overlay	1840	30	55200	\$44,510.51
VENTURA	VENTURA DR	CUL-DE-SA	Neigh'd Route	88	74	Thin Overlay	355	30	10650	\$8,587.63
WALNUT	PACIFIC HW	PACIFIC HW	Neigh'd Route	87	73	Thin Overlay	325	30	9750	\$7,861.91
WATKINS	PACIFIC HW	DERRY DEL CT	Neigh'd Route	85	71	Thin Overlay	1697	30	50910	\$41,051.27
WINTERLAKE	CUL-DE-SA	SHORE DR	Neigh'd Route	90	76	Thin Overlay	2030	30	60900	\$49,106.70
100 TH	SATTLER ST	LADY MARI DR	Neigh'd Route	79	70	Thin Overlay	250	30	7500	\$6,047.62
100 TH	MURDOCK ST	PEMBROOK ST	Neigh'd Route	85	71	Thin Overlay	350	30	10500	\$8,466.67
100 TH	INEZ ST	MCDONALD ST	Neigh'd Route	85	71	Thin Overlay	1445	30	43350	\$34,955.27
108 TH	TUALATIN DR	TITAN LN	Neigh'd Route	93	79	Thin Overlay	985	30	29550	\$23,827.64
110 TH	FAIRHAVEN ST	PARK ST	Neigh'd Route	80	66	Thin Overlay	789	30	23670	\$19,086.30
115 TH	GAARDE ST	GENESIS LP	Neigh'd Route	85	71	Thin Overlay	2160	30	64920	\$52,348.23
116 TH	END	WALNUT ST	Neigh'd Route	92	78	Thin Overlay	1025	30	30750	\$24,795.26
116 TH	ANN ST	KATHERINE ST	Neigh'd Route	85	71	Thin Overlay	1020	30	30600	\$24,674.30
116 TH	BEEF BEND RD	CUL-DE-SA	Neigh'd Route	85	71	Thin Overlay	670	30	20100	\$16,207.63
127 TH	128 TH AV	KATHERINE ST	Neigh'd Route	90	76	Thin Overlay	1500	30	45000	\$36,285.74
127 TH	CUL-DE-SA	FALCON RI DR	Neigh'd Route	85	71	Thin Overlay	505	30	15150	\$12,216.20
128 TH	WALNUT ST	FALCON RI DR	Neigh'd Route	90	76	Thin Overlay	2335	30	70050	\$56,484.81
128 TH	CUL-DE-SA	FALCON RI DR	Neigh'd Route	85	71	Thin Overlay	515	30	15450	\$12,45

82 ND	PFAFFLE ST	PFAFFLE ST	Local	64	50 Slurry	370	25	9250	\$2,486.25	
ASH	HILL ST	HILL ST	Local	71	57 Overlay	270	25	6750	\$11,339.29	
BROOK	CUL-DE-SA	124 TH AV	Local	76	62 Slurry	295	25	7375	\$1,982.26	
CARMEN	121 ST AV	121 ST AV	Local	67	53 Overlay	500	25	12500	\$20,998.69	
CENTER	GREENBURG RD	GREENBURG RD	Local	67	53 Overlay	500	25	12500	\$20,998.69	
CENTER	GREENBURG RD	87 TH AV	Local	71	57 Overlay	422	25	10550	\$17,722.90	
DAWNS	CUL-DE-SA	113 TH PL	Local	76	62 Slurry	264	25	6600	\$1,773.97	
ELECTRIC	MAIN ST	END	Local	74	60 Slurry	180	25	4500	\$1,209.52	\$112,748
Sub Total									\$654,977.81	
Engineering & Admin=10%,									\$65,497.78	
Overlay Cost=\$1.679/s.f. , Thin Overlay=\$0.806/s.f. Slurry Cost=\$0.268/s.f. Reconstruction=\$6.365/s.f. Total									\$720,476	
Accumulated Reserve Total									\$398,913.75	

Road Name	Limits From	To	Classification	1999 PCI	2014 PCI	FY 2014-2015 Recommend Action	Prj_length	Width	Area (s.f.)	Cost	
COMMERCIAL	PACIFIC HW	95 TH AV	Neigh'd Route	100	88	*Reconstruction	1675	30	50250	\$329,457.19	\$329,457
91 ST	REILING ST	CUL-DE-SA	Neigh'd Route	93	78	Thin Overlay	550	30	16500	\$13,703.92	
98 TH	ELROSE ST	MCDONALD ST	Neigh'd Route	100	85	Thin Overlay	325	30	9750	\$8,097.77	
98 TH	CUL-DE-SA	ELROSE ST	Neigh'd Route	95	80	Thin Overlay	310	30	9300	\$7,724.02	
ALDERBROOK	ALDERBROO DR	END	Neigh'd Route	100	85	Thin Overlay	280	30	8400	\$6,976.54	
ALDERBROOK	DURHAM RD	SATTTLER ST	Neigh'd Route	100	85	Thin Overlay	2855	30	85650	\$71,135.78	
ALDERBROOK	ALDERBROO DR	END	Neigh'd Route	100	85	Thin Overlay	310	30	9300	\$7,724.02	
KABLE	END	100 TH AV	Neigh'd Route	100	85	Thin Overlay	1450	30	43500	\$36,128.50	
KABLE	100 TH AV	98 TH AV	Neigh'd Route	97	82	Thin Overlay	380	30	11400	\$9,468.16	
MORNING HILL	135 TH AV	FALCON RI DR	Neigh'd Route	100	85	Thin Overlay	634	30	19020	\$15,796.88	
NAEVE	PACIFIC HW	PACIFIC HW	Neigh'd Route	100	85	Thin Overlay	540	30	16200	\$13,454.75	
NAEVE	ROYALTY PW	109 TH AV	Neigh'd Route	100	85	Thin Overlay	895	30	26850	\$22,300.01	
NORTH DAKOTA	SCHÖLLS F RD	PRIVATE RD	Neigh'd Route	100	85	Thin Overlay	620	30	18600	\$15,448.05	
NORTH DAKOTA	PRIVATE RD	SPRINGWOOD DR	Neigh'd Route	100	85	Thin Overlay	245	30	7350	\$6,104.47	
NORTH DAKOTA	114 TH PL	112 TH AV	Neigh'd Route	100	85	Thin Overlay	625	30	18750	\$15,572.63	
NORTH DAKOTA	109 TH AV	PRIVATE RD	Neigh'd Route	100	85	Thin Overlay	950	30	28500	\$23,670.40	
OAK	69 TH AV	65 TH AV	Neigh'd Route	100	85	Thin Overlay	960	30	28800	\$23,919.56	
PINE	72 ND AV	71 ST AV	Neigh'd Route	100	85	Thin Overlay	450	30	13500	\$11,212.29	
PINE	71 ST AV	69 TH AV	Neigh'd Route	100	85	Thin Overlay	640	30	19200	\$15,946.37	
ROYALTY	PACIFIC HW	NAEVE ST	Neigh'd Route	100	85	Thin Overlay	1035	30	31050	\$25,788.28	
ROYALTY	PACIFIC HW	109 TH AV	Neigh'd Route	100	85	Thin Overlay	1205	30	36150	\$30,024.03	
SUMMERFIELD	CUL-DE-SA	ALDERBROO DR	Neigh'd Route	100	85	Thin Overlay	175	30	5250	\$4,360.34	
SUMMERFIELD	98 TH AV	ALDERBROO DR	Neigh'd Route	100	85	Thin Overlay	940	30	28200	\$23,421.24	
GRANT	JOHNSON ST	TIGARD ST	Local	93	78	Slurry	1090	25	27250	\$7,544.07	
LOMITA	90 TH AV	90 TH AV	Local	66	51	Slurry	335	25	8375	\$2,318.59	
PARK	110 TH AV	DERRY DEL CT	Local	71	56	Slurry	280	25	7000	\$1,937.93	
ROSE VISTA	121 ST AV	GAARDE ST	Local	76	61	Slurry	1085	25	27125	\$7,509.47	
TECH CENTER	END	72 ND AV	Local	72	57	Slurry	1210	25	30250	\$8,374.61	
WARNER	PACIFIC HW	END	Local	76	61	Slurry	275	25	6875	\$1,903.32	
100 TH	MCDONALD ST	ASH AV	Local	74	59	Slurry	575	25	14375	\$3,979.67	
124 TH	WALNUT ST	WALNUT ST	Local	75	60	Slurry	475	25	11875	\$3,287.56	
124 TH	ANN CT	KATHERINE ST	Local	75	60	Slurry	540	25	13500	\$3,737.43	
129 TH	END	128 TH AV	Local	72	57	Overlay	319	25	7975	\$13,799.08	
66 TH	FRANKLIN ST	CUL-DE-SA	Local	85	70	Slurry	185	25	4625	\$1,280.42	
66 TH	OAK ST	TAYLORS F RD	Local	100	85	Slurry	625	25	15625	\$4,325.73	
69 TH	HAMPTON ST	HAMPTON ST	Local	100	85	Slurry	580	25	14500	\$4,014.28	
70 TH	END	HAMPTON ST	Local	85	70	Slurry	520	25	13000	\$3,599.01	
74 TH	DURHAM RD	BONITA RD	Local	95	80	Slurry	4670	25	116750	\$32,321.86	

76 TH	BOND ST	BOND ST	Local	90	75 Slurry	145	25	3625	\$1,003.57	
76 TH	FIR ST	VARNS ST	Local	91	76 Slurry	515	25	12875	\$3,564.40	
78 TH	PACIFIC HW	PFAPPLE ST	Local	85	70 Slurry	317	25	7925	\$2,194.01	\$106,695
					Sub Total				\$844,130.22	
					Engineering & Admin=10%, Overlay Cost=\$1.730/s.f.Thin Overlay=\$0.830/s.f. Slurry Cost=\$0.276/s.f. Reconstruction=\$6.556/s.f.	Total			\$84,413.02	
									\$928,543	
					Accumulated Reserve Total				\$270,370.50	

FY 2015-2016										
Road Name	Limits From	To	Classification	1999 PCI	2015 PCI	Recommend Action	Prj_length	Width	Area (s.f.)	Cost
VENTURA	BARBARA LN	ALFRED ST	Neigh'd Route	97		81 Thin Overlay	1480	30	44400	\$37,982.27
VENTURA/69TH	CUL-DE-SA	VENTURA CT	Neigh'd Route	95		79 Thin Overlay	211	30	6330	\$5,415.04
VENTURA	VENTURA CT	CUL-DE-SA	Neigh'd Route	93		77 Thin Overlay	30	30	16500	\$14,115.03
WATKINS	DERRY DEL CT	WATKINS PL	Neigh'd Route	100		84 Thin Overlay	365	30	10950	\$9,367.25
WINTERLAKE	WINTERLAK CT	SCHOLLS F RD	Neigh'd Route	100		84 Thin Overlay	1640	30	49200	\$42,088.46
103 RD	RIVERWOOD LN	DURHAM RD	Neigh'd Route	100		84 Thin Overlay	1545	30	46350	\$39,650.41
100 TH	PEMBROOK ST	INEZ ST	Neigh'd Route	100		84 Thin Overlay	330	30	9900	\$8,469.02
110 TH	GAARDE ST	FAIRHAVEN ST	Neigh'd Route	100		84 Thin Overlay	1245	30	37350	\$31,951.30
115 TH	114 TH AV	BAMBI LN	Neigh'd Route	97		81 Thin Overlay	30	30	16950	\$14,499.99
115 TH	TIGARD ST	NORTH DAK ST	Neigh'd Route	100		84 Thin Overlay	910	30	27300	\$23,353.96
115 TH	NORTH DAK ST	SPRINGWOOD DR	Neigh'd Route	100		84 Thin Overlay	1765	30	52950	\$45,296.42
116 TH	END	TIGARD DR	Neigh'd Route	97		81 Thin Overlay	385	30	11550	\$9,880.52
116 TH/KATHERINE	116 TH AV	116 TH AV	Neigh'd Route	100		84 Thin Overlay	158	30	4740	\$4,054.86
116 TH	CUL-DE-SA	FAIRVIEW LN	Neigh'd Route	93		77 Thin Overlay	211	30	6330	\$5,415.04
131 ST	WALNUT ST	BENISH ST	Neigh'd Route	100		84 Thin Overlay	1065	30	31950	\$27,331.84
131 ST	CUL-DE-SA	HAWKS BEA ST	Neigh'd Route	100		84 Thin Overlay	245	30	7350	\$6,287.61
81 ST	PFAPPLE ST	STEVE ST	Local	88		72 Slurry	950	25	23750	\$6,772.36
83 RD	PFAPPLE ST	CUL-DE-SA	Local	90		74 Slurry	1335	25	33375	\$9,516.95
87 TH	PINEBROOK ST	CUL-DE-SA	Local	80		64 Slurry	300	25	7500	\$2,138.64
88 TH	SATTLER ST	REILING ST	Local	90		74 Slurry	425	25	10625	\$3,029.74
88 TH	PINEBROOK ST	CUL-DE-SA	Local	91		75 Slurry	400	25	10000	\$2,851.52
89 TH	END	END	Local	87		71 Slurry	115	25	2875	\$819.81
89 TH	CUL-DE-SA	SHECKLA DR	Local	90		74 Slurry	205	25	5125	\$1,461.40
89 TH	CUL-DE-SA	REILING ST	Local	87		71 Slurry	170	25	4250	\$1,211.90
92 ND	CENTER ST	NORTH DAK ST	Local	100		84 Slurry	868	25	21700	\$6,187.80
92ND/MURDOCK	92 ND AV	CUL-DE-SA	Local	90		74 Slurry	175	25	4375	\$1,247.54
94 TH	CUL-DE-SA	NORTH DAK ST	Local	85		69 Slurry	350	25	8750	\$2,495.08
94 TH	CUL-DE-SA	VIEW TR	Local	88		72 Slurry	170	25	4250	\$1,211.90
96 TH	SATTLER ST	MURDOCK ST	Local	93		77 Slurry	895	25	22375	\$6,380.28
AERIE	CUL-DE-SA	TALON LN	Local	85		69 Slurry	325	25	8125	\$2,316.86
ALBERTA	END	END	Local	87		71 Slurry	410	25	10250	\$2,922.81
ALPINE VIEW	MISTLETOE DR	134 TH DR	Local	90		74 Slurry	250	25	6250	\$1,782.20
ALPINE VIEW	133 RD AV	END	Local	90		74 Slurry	160	25	4000	\$1,140.61
ANN	CUL-DE-SA	121 ST AV	Local	83		67 Slurry	440	25	11000	\$3,136.67
ANN	121 ST AV	116 TH AV	Local	85		69 Slurry	1030	25	25750	\$7,342.67
ASH	ASH AV	BURNHAM ST	Local	85		69 Slurry	285	25	7125	\$2,031.71
ASH	ASH AV	ASH AV	Local	95		79 Slurry	1365	25	34125	\$9,730.82
ASHWOOD	CUL-DE-SA	HAZELWOOD LP	Local	87		71 Slurry	317	25	7925	\$2,259.83
ASPIRE RIDGE	END	BULL MOUN RD	Local	85		69 Slurry	1525	25	38125	\$10,871.43
ATLANTA	70 TH AV	67 TH AV	Local	95		79 Slurry	614	25	15350	\$4,377.09
AVON	88 TH AV	CUL-DE-SA	Local	87		71 Slurry	395	25	9875	\$2,815.88
BARBARA/70TH	BARBARA LN	CUL-DE-SA	Local	83		67 Slurry	220	25	5500	\$1,568.08
BARNUM	GARRETT ST	BARNUM/98 DR	Local	85		69 Slurry	345	25	8625	\$2,459.44
BARNUM/98TH	BARNUM DR	CUL-DE-SA	Local	85		69 Slurry	140	25	3500	\$998.03
BAYLOR	72 ND AV	68 TH PW	Local	85		69 Slurry	1145	25	28625	\$8,162.48
BAYLOR	68 TH AV	66 TH AV	Local	85		69 Slurry	529	25	13225	\$3,771.14
BEVELAND	CUL-DE-SA	CUL-DE-SA	Local	90		74 Slurry	1030	25	25750	\$7,342.67
BEVELAND	CUL-DE-SA	72 ND AV	Local	85		69 Slurry	739	25	18475	\$5,269.19
BEVELAND	72 ND AV	70 TH AV	Local	88		72 Slurry	700	25	17500	\$4,990.16
BIRDSVIEW	130 TH AV	129 TH AV	Local	90		74 Slurry	205	25	5125	\$1,461.40
BLUESTEM	END	TALLWOOD DR	Local	90		74 Slurry	120	25	3000	\$855.46
BOXWOOD	COTTONWOOD LN	CUL-DE-SA	Local	86		70 Slurry	360	25	9000	\$2,566.37
BRENTWOOD	CUL-DE-SA	BRENTWOOD PL	Local	85		69 Slurry	400	25	10000	\$2,851.52
BRENTWOOD	CUL-DE-SA	ALDERBROO DR	Local	87		71 Slurry	845	25	21125	\$6,023.84
BRIDGEVIEW	SHOREVIEW PL	CUL-DE-SA	Local	85		69 Slurry	215	25	5375	\$1,532.69
BRITTANY	135 TH AV	WINTERLAK DR	Local	90		74 Slurry	1122	25	28050	\$7,998.52
BROADMOOR	WHITEHALL LN	CUL-DE-SA	Local	87		71 Slurry	420	25	10500	\$2,994.10
BROOKSIDE	WALNUT ST	JOHNSON ST	Local	94		78 Slurry	975	25	24375	\$6,950.58
BROOKSIDE	BROOKSIDE PL	JOHNSON AV	Local	83		67 Slurry	460	25	11500	\$3,279.25
BURLCREST	SUMMERCORE DR	115 TH AV	Local	85		69 Slurry	1505	25	37625	\$10,728.85
BURLHEIGHTS	121 ST AV	BURLCREST DR	Local	85		69 Slurry	680	25	17000	\$4,847.59
CARDINAL	72 ND AV	SEQUIOIA P	Local	85		69 Slurry	470	25	11750	\$3,350.54
CAROLE	CUL-DE-SA	81 ST AV	Local	85		69 Slurry	330	25	8250	\$2,352.51
CENTER	LINCOLN AV	GREENBURG RD	Local	83		67 Slurry	1470	25	36875	\$10,514.99
CENTURY OAK	CENTURY O DR	CENTURY O DR	Local	83		67 Slurry	540	25	13500	\$3,849.55
CENTURY OAK	CUL-DE-SA	CENTURY O CR	Local	81		65 Slurry	2465	25	61625	\$17,572.50
CENTURY OAK	CENTURY O CR	SUMMERFIE DR	Local	85		69 Slurry	581	25	14525	\$4,141.84
CHATEAU	CUL-DE-SA	108 TH AV	Local	90		74 Slurry	570	25	14250	\$4,063.42
CHEHALEM	CUL-DE-SA	CUL-DE-SA	Local	90		74 Slurry	950	25	13750	\$3,920.84
CHERRY	74 TH AV	VARNS ST	Local	93		74 Slurry	14625	25	365625	\$12,439.76
CHURCHILL	80 TH AV	79 TH AV	Local	90		74 Slurry	415	25	10375	\$2,958.45
CLINTON	72 ND AV	END	Local	91		75 Slurry	634	25	15850	\$4,519.66
CLINTON	68 TH PW	67 TH AV	Local	81		65 Slurry	270	25	6750	\$1,924.78
CLOUD	MC FARLAND BL	CUL-DE-SA	Local	90		74 Slurry	505	25	12625	\$3,600.05
CLYDESDALE	CUL-DE-SA	106 TH AV	Local	85		69 Slurry	158	25	3950	\$1,126.35
CLYDESDALE/105TH	CLYDESDAL PL	CUL-DE-SA	Local	82		66 Slurry	106	25	2650	\$755.45
CLYDESDALE	106 TH AV	CUL-DE-SA	Local	87		71 Slurry	361	25	9025	\$2,573.50
COOK	SERENA WY	CUL-DE-SA	Local	90		74 Slurry	190	25	4750	\$1,354.47
CORAL	GREENBURG RD	GREENBURG RD	Local	85		69 Slurry	215	25	5375	\$1,532.69
CORNELL	TIGARD ST	CUL-DE-SA	Local	85		69 Slurry	375	25	9375	\$2,673.30
COWLES	CUL-DE-SA	ASH AV	Local	83		67 Slurry	225	25	5625	\$1,603.98
CRANE	END	TALLWOOD DR	Local	90		74 Slurry	100	25	2500	\$712.88
CRESMER	ASH AV	GARRETT ST	Local	82		66 Slurry	1225	25	30625	\$8,732.79
DANBUSH	CUL-DE-SA	WINTERLAK DR	Local	85		69 Slurry	260	25	6500	\$1,853.49
							Sub Total			\$605,991.15
							Engineering & Admin=10%, Thin Overlay=\$0.855/s.f. Slurry Cost=\$0.285/s.f.	Total		\$60,599.11
										\$666,590
							Accumulated Reserve Total			\$403,780.23

FY 2016-2017										
Road Name	Limits From	To	Classification	1999 PCI	2016 PCI	Recommend Action	Prj_length	Width	Area (s.f.)	Cost
DARME	CUL-DE-SA	96 TH AV	Local	85	68	Slurry	300	25	7500	\$2,202.80
DUCHILLY	CUL-DE-SA	HAZELHILL DR	Local	83	66	Slurry	565	25	14125	\$4,148.61
EDGEWATER	CUL-DE-SA	SUMMERCORE DR	Local	90	73	Slurry	300	25	7500	\$2,202.80
ELEMAR	CUL-DE-SA	ASPIRE RI DR	Local	85	68	Slurry	575	25	14375	\$4,222.03
ELROSE	93 RD AV	CUL-DE-SA	Local	88	71	Slurry	380	25	9500	\$2,790.21
ESSEX	BOXELDER ST	LAUREN LN	Local	90	73	Slurry	1230	25	30750	\$9,031.48
FAIRHAVEN/112TH	CUL-DE-SA	FAIRHAVEN ST	Local	82	65	Slurry	160	25	4000	\$1,174.83
FAIRHAVEN	FAIRHAVEN WY	WATKINS AV	Local	91	74	Slurry	345	25	8625	\$2,533.22
FAIRVIEW	115 TH AV	FAIRVIEW CT	Local	90	73	Slurry	405	25	10125	\$2,973.78
FANNO CREEK	BONITA RD	80 TH CT	Local	95	78	Slurry	1155	25	28875	\$8,480.78
FANNO CREEK	FANNO CRE PL	FANNO CRE CT	Local	87	70	Slurry	660	25	16500	\$4,846.16
FANNO CREEK	COLONY CR CT	HALL BL	Local	90	73	Slurry	1000	25	25000	\$7,342.67
FANNO CREEK	FANNO CRE DR	CUL-DE-SA	Local	85	68	Slurry	320	25	8000	\$2,349.65
FEIRING	SWENDON LP	135 TH AV	Local	87	70	Slurry	545	25	13625	\$4,001.75
FIR	CHERRY DR	76 TH AV	Local	91	74	Slurry	295	25	7375	\$2,166.09
FIR	END	74 TH AV	Local	90	73	Slurry	65	25	1625	\$477.27
GALLO	TIGARD ST	TIGARD ST	Local	85	68	Slurry	634	25	15850	\$4,655.25
GARDEN PARK	110 TH AV	110 TH AV	Local	85	68	Slurry	205	25	5125	\$1,505.25
GARDEN	HALL BL	CUL-DE-SA	Local	90	73	Slurry	1025	25	25625	\$7,526.24
GARRETT	BEREA DR	CUL-DE-SA	Local	83	66	Slurry	211	25	5275	\$1,549.30
GENTLEWOODS	CUL-DE-SA	GENTLEWOOD DR	Local	85	68	Slurry	255	25	6375	\$1,872.38
GLACIER LILY	SUMMER LA DR	CUL-DE-SA	Local	90	73	Slurry	1755	25	43875	\$12,886.38
GLENWOOD	CUL-DE-SA	HAZELWOOD LP	Local	87	70	Slurry	264	25	6600	\$1,938.46
GONZAGA	72 ND AV	70 TH AV	Local	93	76	Slurry	690	25	17250	\$5,066.44
GREENLAND	RIVERWOOD LN	SERENA WY	Local	87	70	Slurry	775	25	19375	\$5,690.57
GREENFIELD	END	RIDGEFIEL LN	Local	85	68	Slurry	610	25	15250	\$4,479.03
GREENSWARD	86 TH AV	HALL BL	Local	90	73	Slurry	175	25	4375	\$1,284.97
GREENS	SUMMERFIE DR	SUMMERFIE DR	Local	85	68	Slurry	1588	25	39700	\$11,660.16
GREENS	GREENLEAF TR	HIGHLAND DR	Local	83	66	Slurry	355	25	8875	\$2,606.65
GRIMSON	CUL-DE-SA	SERENA WY	Local	85	68	Slurry	310	25	7750	\$2,276.23
GRIMSON	HAMLET ST	CUL-DE-SA	Local	90	73	Slurry	340	25	8500	\$2,496.51
HAWKS BEARD/129TH	HAWKS BEA ST	CUL-DE-SA	Local	90	73	Slurry	200	25	5000	\$1,468.53
HAWKS BEARD	135 TH AV	131 ST AV	Local	90	73	Slurry	845	25	21125	\$6,204.55

HAWKS BEARD	130 TH AV	SUMMER LA DR	Local	90	73 Slurry	443	25	11075	\$3,252.80
HAZELHILL	HAZELTREE TR	DOUCHILLY CT	Local	100	83 Slurry	686	25	17150	\$5,037.07
HAZELWOOD	SPRINGWOOD DR	SPRINGWOOD DR	Local	87	70 Slurry	1426	25	35650	\$10,470.50
HAZEL TREE	BULL MOUN RD	HAZELHILL DR	Local	83	66 Slurry	560	25	14000	\$4,111.89
HERMOSO	BEVELAND RD	72 ND AV	Local	90	73 Slurry	1100	25	27500	\$8,076.94
HIGH TOR	CITY LIM	BENCHVIEW TR	Local	90	73 Slurry	280	25	7000	\$2,055.95
HIGHLAND	CUL-DE-SA	SUMMERFIE DR	Local	80	63 Slurry	740	25	18500	\$5,433.57
HIGHLAND	SUMMERFIE DR	100 TH AV	Local	93	76 Slurry	3760	25	94000	\$27,608.43
HILL	OMARA ST	ASH AV	Local	95	78 Slurry	1645	25	41125	\$12,078.69
HILL/92ND	CUL-DE-SA	HILL ST	Local	85	68 Slurry	185	25	4625	\$1,358.39
HILLVIEW	OMARA ST	CUL-DE-SA	Local	88	71 Slurry	375	25	9375	\$2,753.50
HOODVIEW	END	KABLE ST	Local	90	73 Slurry	1280	25	32000	\$9,398.62
HORIZON	CITY LIM	ASCENSION DR	Local	90	73 Slurry	520	25	13000	\$3,818.19
INEZ	103 RD AV	100 TH AV	Local	90	73 Slurry	790	25	19750	\$5,800.71
INEZ	CUL-DE-SA	87 TH CT	Local	95	78 Slurry	1660	25	41500	\$12,188.83
JAMES	HOWARD DR	END	Local	77	60 Slurry	460	25	11500	\$3,377.63
JAMES	124 TH AV	121 ST AV	Local	88	71 Slurry	1250	25	31250	\$9,178.34
JOHNSON	JOHNSON ST	CUL-DE-SA	Local	90	73 Slurry	211	25	5275	\$1,549.30
JOHNSON	END	JOHNSON CT	Local	85	68 Slurry	260	25	6500	\$1,909.09
JOHNSON	JOHNSON CT	GRANT AV	Local	85	68 Slurry	1155	25	28875	\$8,480.78
KAREN	127 TH AV	125 TH AV	Local	90	73 Slurry	560	25	14000	\$4,111.89
KATHERINE	128 TH AV	CUL-DE-SA	Local	90	73 Slurry	815	25	20375	\$5,984.27
KATHERINE	125 TH AV	116 TH AV	Local	97	80 Slurry	2535	25	63375	\$18,613.66
KATHERINE	KAROL CT	TIGARD ST	Local	85	68 Slurry	253	25	6325	\$1,857.70
KENT	CUL-DE-SALAND DR	CUL-DE-SA	Local	85	68 Slurry	375	25	9375	\$2,753.50
KENT	108 TH AV	103 RD AV	Local	93	76 Slurry	1250	25	31250	\$9,178.34
KERI	104 TH AV	CUL-DE-SA	Local	90	73 Slurry	235	25	5875	\$1,725.53
KIMBERLY	SERENA CT	98 TH AV	Local	87	70 Slurry	715	25	17875	\$5,250.01
KROESE	80 TH PL	END	Local	86	69 Slurry	150	25	3750	\$1,101.40
LAKEVIEW	WINTERLAK DR	SHOREVIEW PL	Local	85	68 Slurry	335	25	8375	\$2,459.79
LANDMARK	CUL-DE-SA	72 ND AV	Local	83	66 Slurry	750	25	18750	\$5,507.00
LAUREN	ESSEX DR	135 TH AV	Local	90	73 Slurry	755	25	18875	\$5,543.71
LAURMOUNT	CUL-DE-SA	SHORE DR	Local	90	73 Slurry	405	25	10125	\$2,973.78
LEWIS	CUL-DE-SA	95 TH AV	Local	81	64 Slurry	420	25	10500	\$3,083.92
LOCUST	72 ND AV	END	Local	90	73 Slurry	615	25	15375	\$4,515.74
LOLA	SHADY PL	CUL-DE-SA	Local	92	75 Slurry	620	25	15500	\$4,552.45
LYNN	121 ST AV	116 TH AV	Local	85	68 Slurry	962	25	24550	\$7,210.50
MARILYN	CUL-DE-SA	96 TH AV	Local	83	66 Slurry	270	25	6750	\$1,982.52
MARION	124 TH AV	121 ST AV	Local	87	70 Slurry	1270	25	31750	\$9,325.19
MARTHA	COPPER CR DR	COPPER CR DR	Local	85	68 Slurry	175	25	4375	\$1,284.97
MARTHA	93 RD AV	92 ND AV	Local	83	66 Slurry	410	25	10250	\$3,070.49
MATTHEW PARK	END	81 ST AV	Local	90	73 Slurry	350	25	8750	\$2,569.93
MCFARLAND	VISTA VIE CT	CLOUD CT	Local	100	83 Slurry	935	25	23375	\$6,865.40
MCFARLAND	CLOUD CT	BULL MOUN RD	Local	88	71 Slurry	771	25	19275	\$5,661.20
MCKENZIE	GRANT AV	PACIFIC HW	Local	85	68 Slurry	715	25	17875	\$5,250.01
MEADOWWOOD	WOODCREST AV	WOODCREST AV	Local	90	73 Slurry	595	25	14875	\$4,368.89
MILLEN	MILLEN/94 CT	CUL-DE-SA	Local	83	66 Slurry	315	25	7875	\$2,312.94
MILLVIEW	SUMMERCRE DR	CUL-DE-SA	Local	83	66 Slurry	875	25	21875	\$6,424.83
MIRA	110 TH AV	CUL-DE-SA	Local	90	73 Slurry	515	25	12875	\$3,781.47
MORNING HILL	WESTBURY TR	135 TH AV	Local	85	68 Slurry	620	25	15500	\$4,552.45
MOUNTAIN RIDGE	134 TH AV	CUL-DE-SA	Local	87	70 Slurry	495	25	12375	\$3,634.62
MOUNTAIN VIEW	END	END	Local	100	83 Slurry	1020	25	25500	\$7,489.52
MURDOCK	109 TH AV	106 TH AV	Local	85	68 Slurry	715	25	17750	\$5,213.29
MURDOCK	97 TH AV	END	Local	90	73 Slurry	465	25	11625	\$3,414.34
OAK	90 TH AV	87 TH AV	Local	85	68 Slurry	1165	25	29125	\$8,554.21
OAK MEADOW/92ND	END	OAK MEADO LN	Local	85	68 Slurry	100	25	2500	\$734.27
OAK MEADOW/91ST	END	OAK MEADO LN	Local	85	68 Slurry	100	25	2500	\$734.27
OAK MEADOW	ALDERBROO DR	ALDERBROO CR	Local	90	73 Slurry	1150	25	28750	\$8,444.07
OAKHILL	ALDERBROO DR	CUL-DE-SA	Local	90	73 Slurry	915	25	22875	\$6,718.54
OAKS	98 TH AV	END	Local	95	78 Slurry	330	25	8250	\$2,423.08
PEMBROOK	100 TH AV	97 TH AV	Local	88	71 Slurry	960	25	24000	\$7,048.96
PENN	CUL-DE-SA	115 TH AV	Local	85	68 Slurry	425	25	10625	\$3,120.63
PINEBROOK	CUL-DE-SA	89 TH AV	Local	80	63 Slurry	310	25	7750	\$2,276.23
REDWOOD	72 ND AV	CUL-DE-SA	Local	95	78 Slurry	865	25	21625	\$6,351.41
REILING	92 ND AV	88 TH AV	Local	93	76 Slurry	1255	25	31375	\$9,215.05
SANDBURG	72 ND AV	72 ND AV	Local	90	73 Slurry	630	25	15750	\$4,625.88
SCHECKLA	REILING ST	89 TH CT	Local	90	73 Slurry	480	25	12000	\$3,524.48
SCHOLLWOOD	CUL-DE-SA	HAZELWOOD LP	Local	87	70 Slurry	317	25	7925	\$2,327.63
SERENA	GRIMSON CT	WOODCREST AV	Local	83	66 Slurry	690	25	17250	\$5,066.44
SHADY	SHADY LN	SHADY LN	Local	91	74 Slurry	1155	25	28875	\$8,480.78
SHADY	74 TH AV	SHADY LN	Local	90	73 Slurry	370	25	9250	\$2,716.79
SHADY	SHADY CT	CUL-DE-SA	Local	77	60 Slurry	210	25	5250	\$1,541.96
SHEFFIELD	BRITTANY DR	BRITTANY DR	Local	90	73 Slurry	1040	25	26000	\$7,636.38
SHORE	MORNING H DR	WINTERLAK DR	Local	90	73 Slurry	1325	25	33125	\$9,729.04
SHOREVIEW	LAKEVIEW TE	CUL-DE-SA	Local	85	68 Slurry	620	25	15500	\$4,552.45
SNOW BRUSH	CUL-DE-SA	SUMMER LA DR	Local	92	75 Slurry	530	25	13250	\$3,891.61
SPRINGWOOD	CUL-DE-SA	121 ST AV	Local	85	68 Slurry	275	25	6875	\$2,019.23
SPRUCE	74 TH AV	71 ST AV	Local	84	67 Slurry	970	25	24250	\$7,122.39
STARDUST	NORTHVIEW DR	LIDEN DR	Local	90	73 Slurry	280	25	7000	\$2,055.95
STARVIEW	END	130 TH AV	Local	90	73 Slurry	1733	25	43325	\$12,724.84
STEVE	83 RD AV	83 RD AV	Local	91	74 Slurry	255	25	6375	\$1,872.38
STRATFORD	87 TH AV	CUL-DE-SA	Local	86	69 Slurry	430	25	10750	\$3,157.35
STRATFORD	88 TH AV	88 TH AV	Local	90	73 Slurry	1020	25	25500	\$7,489.52
SUMMERCREST	121 ST AV	TIGARD DR	Local	85	68 Slurry	555	25	13875	\$4,075.18
SUMMER LAKE	SNOW BRUS CT	SCHOLLS F RD	Local	90	73 Slurry	1780	25	44500	\$13,069.95
SUMMER	SUMMERCRE DR	121 ST AV	Local	85	68 Slurry	890	25	22250	\$6,534.98
SWENDON	ASHBURY LN	ASHBURY LN	Local	90	73 Slurry	1392	25	34800	\$10,220.99
TALLWOOD	BLUESTEM LN	ASHBURY LN	Local	100	83 Slurry	1225	25	30625	\$8,994.77
TANGELA	END	92 ND AV	Local	90	73 Slurry	120	25	3000	\$881.12
Engineering & Admin=10%, Slurry Cost=\$0.293/s.f.				Sub Total				\$627,548.51	\$627,549
				Total				\$690,303	
				Accumulated Reserve Total				\$513,476.87	

Road Name	Limits From	To	Classification	FY 2017-2018		Prj_length	Width	Area (s.f.)	Cost	
				1999 PCI	2017 PCI					
TIGARD	TIEDEMAN AV	PACIFIC HW	Neigh'd Route	100	82	Reconstruction	3191	30	95730	\$695,839.76
TIGARD	PACIFIC HW	MAIN ST	Local	91	73	Reconstruction	158	30	4740	\$33,958.85
TIMOTHY	CUL-DE-SA	115 TH AV	Local	83	65	Slurry	264	25	6600	\$1,996.62
TIPPRIT	END	121 ST AV	Local	91	73	Slurry	600	25	15000	\$4,537.77
TITAN	108 TH AV	CUL-DE-SA	Local	93	75	Slurry	1045	25	26125	\$7,903.28
TWIN PARK	TIGARD ST	CUL-DE-SA	Local	85	67	Slurry	360	25	9000	\$2,722.66
VENUS	GENESIS LP	CUL-DE-SA	Local	87	69	Slurry	470	25	11750	\$3,554.59
VIEW	VIEW TR	CUL-DE-SA	Local	90	72	Slurry	190	25	4750	\$1,436.96
VIEW	CUL-DE-SA	CUL-DE-SA	Local	88	70	Slurry	940	25	23500	\$7,109.17
VIEW	100 TH AV	94 TH CT	Local	100	82	Slurry	1110	25	27750	\$8,394.87
VIEW	93 RD AV	CUL-DE-SA	Local	87	69	Slurry	525	25	13125	\$3,970.85
VIEWCREST	CUL-DE-SA	ASPINE RI DR	Local	85	67	Slurry	545	25	13625	\$4,121.81
VIEWMOUNT	114 TH AV	CUL-DE-SA	Local	91	73	Slurry	605	25	15125	\$4,575.58
VILLAGE GLENN	FREWING ST	ASH AV	Local	93	75	Slurry	1290	25	32250	\$9,756.20
VILLAGE PARK	129 TH PL	128 TH AV	Local	90	72	Slurry	360	25	9000	\$2,722.66
VISTA VIEW	MC FARLAND BL	CUL-DE-SA	Local	85	67	Slurry	270	25	6750	\$2,042.00
WESTRIDGE	ESSEX DR	135 TH AV	Local	90	72	Slurry	870	25	21750	\$6,579.77
WILDWOOD/118TH	WILDWOOD ST	CUL-DE-SA	Local	85	67	Slurry	158	25	3950	\$1,194.95
WILDWOOD	WILDWOOD ST	CUL-DE-SA	Local	90	72	Slurry	260	25	6500	\$1,966.37
WILDWOOD	VISTA VIE CT	MC FARLAND BL	Local	93	75	Slurry	1485	25	37125	\$11,230.98
WILLOWWOOD	COTTONWOOD LN	CUL-DE-SA	Local	86	68	Slurry	470	25	11750	\$3,554.59
WILLS	CUL-DE-SA	127 TH AV	Local	80	62	Slurry	370	25	9250	\$2,799.29
WILTON	LIDEN DR	WALNUT ST	Local	90	72	Slurry	150	25	3750	\$1,134.44
WINDSOR	106 TH AV	CUL-DE-SA	Local	87	69	Slurry	340	25	8500	\$2,571.40
WINDSONG	WALNUT LN	NORTHVIEW DR	Local	85	67	Slurry	1070	25	26750	\$8,092.36
WINDSOR	106 TH AV	CUL-DE-SA	Local	90	72	Slurry	440	25	11000	\$3,327.70
WOODLAWN	CUL-DE-SA	115 TH AV	Local	85	67	Slurry	415	25	10375	\$3,138.62
103 RD	MURDOCK ST	MCDONALD ST	Local	95	77	Slurry	2020	25	50500	\$15,277.16
104 TH	KENT ST	KNUCKLE	Local	90	72	Slurry	1115	25	27875	\$8,432.69
104 TH	PICKS WY	DURHAM RD	Local	85	67	Slurry	430	25	10750	\$3,252.07
100 TH	END	KABLE ST	Local	85	67	Slurry	225	25	5625	\$1,701.66
104 TH	MCDONALD ST	HILLVIEW ST	Local	92	74	Slurry	400	25	10000	\$3,025.18
106 TH	DEL MONTE DR	CHATEAU LN	Local	95	77	Slurry	955	25	23875	\$7,222.62
106 TH	WINDSOR CT	CUL-DE-SA	Local	90	72	Slurry	305	25	7625	\$2,306.70
106 TH	CITY LIMIT	CLYDESDAL PL	Local	85	67	Slurry	150	25	3750	\$1,134.44
106 TH	CLYDESDAL PL	CLYDESDAL CT	Local	83	65	Slurry	365	25	9125	\$2,760.48
106 TH	CLYDESDAL CT	TIEDEMAN AV	Local	85	67	Slurry	165	25	4125	\$1,247.89
107 TH	CUL-DE-SA	FONNER ST	Local	84	66	Slurry	1260	25	31500	\$9,529.32
109 TH	HIGHLAND DR	NAEVE ST	Local	85	67	Slurry	395	25	9875	\$2,987.36
109 TH	NAEVE ST	END	Local	84	66	Slurry	662	25	16550	\$5,006.67
109 TH	NORTH DAK ST	BLACK DIA WY	Local	100	82	Slurry	1055	25	26375	\$7,978.91
109 TH	CUL-DE-SA	CHATEAU LN	Local	85	67	Slurry	140	25	3500	\$1,058.81
111 TH	FONNER ST	CUL-DE-SA	Local	85	67	Slurry	610	25	15250	\$4,613.40
112 TH	PACIFIC HW	DURHAM RD	Local	85	67	Slurry	1485	25	37125	\$11,230.98
113 TH	CITY LIMIT	DURHAM RD	Local	81	63	Slurry	660	25	16500	\$4,991.55
113 TH	CUL-DE-SA	DAWNS CT	Local	82	64	Slurry	390	25	9750	\$2,949.55
113 TH	DAWNS CT	TIGARD ST	Local	85	67	Slurry	630	25	15750	\$4,764.66
114 TH	VIEWMOUNT LN	FAIRHAVEN ST	Local	92	74	Slurry	980	25	24500	\$7,411.69
114 TH	SUMMERIE DR	CUL-DE-SA	Local	85	67	Slurry	340	25	8500	\$2,571.40
114 TH	115 TH AV	WALNUT ST	Local	85	67	Slurry	825	25	20625	\$6,371.02
116 TH	WALNUT ST	ANN ST	Local	83	65	Slurry	380	25	9500	\$2,873.92
118 TH	LYNN ST	KATHERINE ST	Local	85	67	Slurry	650	25	16250	\$4,915.92
119 TH	NORTH DAK ST	MANZANITA ST	Local	90	72	Slurry	678	25	16950	\$5,127.68
122 ND	WALNUT ST	END	Local	90	72	Slurry	350	25	8750	\$2,647.03
124 TH	MARION ST	END	Local	93	75	Slurry	685	25	17125	\$5,180.62
124 TH	WALNUT ST	BROOK CT	Local	91	73	Slurry	1060	25	26500	\$8,016.73
124 TH	NORTH DAK ST	CUL-DE-SA	Local	90	72	Slurry	270	25	6750	\$2,042.00
125 TH	KAREN ST	KATHERINE ST	Local	90	72	Slurry	600	25	15000	\$4,537.77
125 TH	CUL-DE-SA	WINTERLAK DR	Local	85	67	Slurry	705	25	17625	\$5,331.88
129 TH	BULL MOUN RD	BIRDVIEW ST	Local	85	67	Slurry	380	25	9500	\$2,873.92
129 TH	CUL-DE-SA	FAUL RI CT	Local	90	72	Slurry	240	25	6000	\$1,815.11
129TH	CUL-DE-SA	WINTERLAK CT	Local	90	72	Slurry	695	25	17375	\$5,256.25
129TH	CUL-DE-SA	WINTERLAK CT	Local	90	72	Slurry	695	25	17375	\$5,256.25
133 RD	END	132 ND AV	Local	90	72	Slurry	600	25	15000	\$4,537.77
133 RD	132 ND AV	BENISH ST	Local	85	67	Slurry	1150	25	28750	\$8,697.39
133 RD	SHEFFIELD CR	END	Local	90	72	Slurry	115	25	2875	\$869.74
133 RD	CUL-DE-SA	BRITTANY DR	Local	90	72	Slurry	250	25	6250	\$1,890.91
134 TH	133 RD AV	BENISH ST	Local	85	67	Slurry	640	25	16000	\$4,840.29
134 TH	133 RD AV	MOUNTAIN CT	Local	90	72	Slurry	1405	25	35125	\$10,625.94
134 TH	SHEFFIELD CR	CUL-DE-SA	Local	90	72	Slurry	180	25	4500	\$1,361.33
136 TH	CUL-DE-SA	WESTRIDGE TE	Local	90	72	Slurry	635	25	15875	\$4,802.47
66 TH	CUL-DE-SA	OAK ST	Local	100	82	Slurry	175	25	4375	\$1,323.52
69 TH	CLINTON ST	ATLANTA ST	Local	97	79	Slurry	865	25	21625	\$6,541.95
69 TH	PINE ST	OAK ST	Local	100	82	Slurry	560	25	14000	\$4,235.25
69 TH	CUL-DE-SA	TAYLORS F RD	Local	100	82	Slurry	1700	25	42500	\$12,857.01
70 TH	OAK ST	END	Local	100	82	Slurry	515	25	12875	\$3,894.92
70 TH	69 TH AV	TAYLORS F RD	Local	100	82	Slurry	1420	25	35500	\$10,739.39
76 TH	DURHAM RD	BOND ST	Local	100	82	Slurry	695	25	17250	\$5,218.43
76 TH	END	ASHFORD ST	Local	100	82	Slurry	440	25	11000	\$3,327.70
76 TH	END	END	Local	93	75	Slurry	280	25	7000	\$2,117.63
76 TH	SPRUCE ST	SPRUCE ST	Local	95	77	Slurry	106	25	2650	\$801.67
Sub Total									\$1,092,977.18	
Total									\$109,297.72	
									\$1,202,275	
Accumulated Reserve Total									\$111,201.97	

Engineering & Admin=10%,
Slurry Cost=\$0.3025/s.f. Reconstruction=\$7.164/s.f.

Road Name	Limits From	To	Classification	FY 2018-2019		Prj_length	Width	Area (s.f.)	Cost	
				1999 PCI	2018 PCI					
79 TH	PFARFLE ST	THORN ST	Local	100	81	Slurry	1245	25	31125	\$9,698.35
80 TH	BOND ST	CHURCHILL WY	Local	100	81	Slurry	290	25	7250	\$2,259.05
80 TH	END	END	Local	100	81	Slurry	440	25	11000	\$3,427.53
80 TH	FANNO CRE DR	CUL-DE-SA	Local	93	74	Slurry	510	25	12750	\$3,972.82
80 TH	CUL-DE-SA	FANNO CRE DR	Local	95	76	Slurry	775	25	19375	\$6,037.12
81 ST	ASHFORD ST	ROSS ST	Local	100	81	Slurry	1005	25	25125	\$7,828.79
81 ST	ROSS ST	BONITA RD	Local	100	81	Slurry	1880	25	47000	\$14,644.89
81 ST	CUL-DE-SA	BOND ST	Local	95	76	Slurry	295	25	7375	\$2,298.00
82 ND	PATTIE LN	LANGTREE ST	Local	100	81	Slurry	555	25	13875	\$4,323.36
82 ND	PFARFLE ST	END	Local	100	81	Slurry	810	25	20250	\$6,309.77
82 ND	STEVE ST	CUL-DE-SA	Local	100	81	Slurry	317	25	7925	\$2,469.38
82 ND	ASHFORD ST	END	Local	97	78	Slurry	600	25	15000	\$4,673.90
83 RD	END	LAMANCHA CT	Local	93	74	Slurry	125	25	3125	\$973.73
83 RD	LAMANCHA CT	LAMANCHA CT	Local	93	74	Slurry	250	25	6250	\$1,947.46
83 RD	MURDOCK ST	CUL-DE-SA	Local	93	74	Slurry	415	25	10375	\$3,232.78
83 RD	CUL-DE-SA	BONITA RD	Local	100	81	Slurry	580	25	14500	\$4,518.11
84 TH	LANGTREE ST	ASHFORD ST	Local	100	81	Slurry	245	25	6125	\$1,908.51
84 TH	KENTON DR	END	Local	100	81	Slurry	150	25	3750	\$1,168.48
84 TH	MURDOCK ST	CUL-DE-SA	Local	95	76	Slurry	410	25	10250	\$3,193.83
84 TH	BONAVENTURE LN	CUL-DE-SA	Local	100	81	Slurry	190	25	4750	\$1,480.07
85 TH	CITY LIMIT	CITY LIMIT	Local	95	76	Slurry	605	25	15125	\$4,712.85
87 TH	DURHAM RD	HAMLET ST	Local	95	76	Slurry	920	25	23000	\$7,166.65
87 TH	END	BELLFLOWE LN	Local	100	81	Slurry	76	25	1900	\$592.03
87 TH	OAK ST	LOCUST ST	Local	100	81	Slurry	780	25	19500	\$6,076.07
88 TH	DURHAM RD	SATTLER ST	Local	100	81	Slurry	1802	25	45050	\$14,037.29
88 TH	END	END	Local	100	81	Slurry	355	25	8875	\$2,765.39
90 TH	END	END	Local	100	81	Slurry	335	25	8375	\$2,609.60
90 TH	OAK ST	LOCUST ST	Local	100	81	Slurry	1190	25	29750	\$9,269.91
91 ST	LINCOLN AV	GREENBURG RD	Local	100	81	Slurry	760	25	19000	\$5,920.28
92 ND	SATTLER ST	INEZ ST	Local	100	81	Slurry	1815	25	45375	\$14,138.55
92 ND	INEZ ST	VIEW TR	Local	93	74	Slurry	225	25	5625	\$1,752.71
92 ND	MAPLELEAF ST	LOCUST ST	Local	100	81	Slurry	370	25	9250	\$2,882.24
93 RD	MARTHA ST	CUL-DE-SA	Local	95	76	Slurry	264	25	6600	\$2,056.52
94 TH	LAKESIDE DR	END	Local	100	81	Slurry	270	25	6750	\$2,103.26
94 TH	GREENBURG RD	GREENBURG RD	Local	93	74	Slurry	480	25	12000	\$3,739.12
95 TH	COMMERCIA ST	GREENBURG RD	Local	100	81	Slurry	1535	25	38375	\$11,957.40
97 TH	LAKESIDE DR	CUL-DE-SA	Local	95	76	Slurry	100	25	2500	\$778.98
97 TH	OAKS LN	CUL-DE-SA	Local	95	76	Slurry	25	25	3000	\$924.78
97 TH	CUL-DE-SA	ELROSE ST	Local	100	81	Slurry	316	25	7900	\$2,461.59
ALFRED	69 TH AV	VENTURA CT	Local	100	81	Slurry	850	25	21250	\$6,621.36
AMES	CHANDLER DR	121 ST AV	Local	97	78	Slurry	680	25	17000	\$5,297.09
ASH	HILL ST	END	Local	95	76	Slurry	53	25	1325	\$412.86
ASH	COMMERCIA ST	COMMERCIA ST	Local	100	81	Slurry	165	25	4125	\$1,285.32
ASHBURY	TALLWOOD DR	WILTON AV	Local	100	81	Slurry	520	25	13000	\$4,050.72
ASHFORD	84 TH AV	81 ST AV	Local	95	76	Slurry	550	25	13750	\$4,284.41

ASHFORD	THURSTON DR	79 TH AV	Local	95	76 Slurry	210	25	5250	\$1,635.87
AVON	87 TH AV	HALL BL	Local	94	75 Slurry	620	25	15500	\$4,829.70
BAMBI	115 TH AV	78 TH AV	Local	97	78 Slurry	215	25	5250	\$1,635.87
BARBARA	74 TH AV	VENTURA CT	Local	100	81 Slurry	1215	25	30375	\$9,464.65
BELL	127 TH AV	CUL-DE-SA	Local	100	81 Slurry	565	25	14125	\$4,401.26
BELLFLOWER	END	REILING ST	Local	100	81 Slurry	1191	25	29775	\$9,277.70
BENCHVIEW	CUL-DE-SA	BENCHVIEW TR	Local	100	81 Slurry	264	25	6600	\$2,056.52
BLACK DIAMOND	111 TH AV	PONDEROSA PL	Local	100	81 Slurry	795	25	19875	\$6,192.92
BLACK DIAMOND	106 TH AV	106 TH AV	Local	100	81 Slurry	670	25	16750	\$5,219.19
BONANZA	RIVERWOOD LN	RIVERWOOD LN	Local	100	81 Slurry	700	25	17500	\$5,452.89
BONAVENTURE	END	82 ND AV	Local	100	81 Slurry	630	25	15750	\$4,907.60
BOND	81 ST CT	79 TH AV	Local	95	76 Slurry	860	25	21500	\$6,699.26
BOND	79 TH AV	76 TH AV	Local	100	81 Slurry	665	25	16625	\$5,180.24
BOUNIFF	MORNING H DR	131 ST AV	Local	97	78 Slurry	485	25	12125	\$3,778.07
BRAEBURN	END	REILING ST	Local	100	81 Slurry	725	25	18125	\$5,647.63
COLONY	COLONY DR	CUL-DE-SA	Local	100	81 Slurry	290	25	7250	\$2,259.05
BURNHAM	CUL-DE-SA	HILL ST	Local	95	76 Slurry	220	25	5500	\$1,713.76
CARMEN	CITY LIMI	116 TH AV	Local	95	76 Slurry	115	25	2875	\$895.83
CENTER	95 TH AV	95 TH AV	Local	100	81 Slurry	280	25	7000	\$2,181.15
CHANDLER	100 TH AV	121 ST AV	Local	97	78 Slurry	950	25	23750	\$7,400.35
CHELSEA	OMARA ST	OMARA ST	Local	94	75 Slurry	1200	25	30000	\$9,347.80
CHERRY	72 ND AV	74 TH AV	Local	95	76 Slurry	340	25	8500	\$2,648.54
CHICKORY	CUL-DE-SA	SUMMER LA CT	Local	94	75 Slurry	335	25	8375	\$2,609.60
CHURCHILL	80 TH AV	CUL-DE-SA	Local	100	81 Slurry	480	25	12000	\$3,739.12
CLINTON	70 TH AV	76 TH AV	Local	95	76 Slurry	264	25	6600	\$2,056.52
CORAL	GREENBURG RD	GREENBURG RD	Local	100	81 Slurry	450	25	11250	\$3,505.43
CORTLAND	END	NO NAME DR	Local	100	81 Slurry	100	25	2500	\$778.98
DAWN	CUL-DE-SA	92 ND AV	Local	100	81 Slurry	220	25	5500	\$1,713.76
DEL MONTE	106 TH AV	103 RD AV	Local	100	81 Slurry	720	25	18000	\$5,608.68
DERRY DELL	PARK ST	PARK ST	Local	94	75 Slurry	430	25	10750	\$3,349.63
DOVER	CUL-DE-SA	108 TH AV	Local	95	76 Slurry	300	25	7500	\$2,336.95
ELISE	CUL-DE-SA	103 RD AV	Local	100	81 Slurry	230	25	5750	\$1,791.66
ELMHURST	69 TH AV	68 TH PW	Local	97	78 Slurry	275	25	6875	\$2,142.21
ELROSE	98 TH AV	97 TH AV	Local	100	81 Slurry	485	25	12125	\$3,778.07
ERROL	END	116 TH AV	Local	97	78 Slurry	100	25	2500	\$778.98
ERROL	END	FOINER ST	Local	100	81 Slurry	1450	25	36250	\$11,295.26
ESCHMAN	WINTERLAK CT	HAWKS BEA ST	Local	100	81 Slurry	375	25	9375	\$2,921.19
EYEBROW	STRATFORD LP	END	Local	95	76 Slurry	130	25	3250	\$1,012.68
FAIRHAVEN	115 TH AV	CUL-DE-SA	Local	95	76 Slurry	910	25	22750	\$7,088.75
FAIRHAVEN	110 TH AV	FAIRHAVEN ST	Local	93	74 Slurry	1190	25	29750	\$9,269.91
FERN	END	JENSHIRE LN	Local	100	81 Slurry	1260	25	31500	\$9,815.19
FIR	72 ND AV	72 ND AV	Local	100	81 Slurry	235	25	5875	\$1,830.61
FIR	74 TH AV	FIR LP	Local	100	81 Slurry	551	25	13775	\$4,292.20
FRANKLIN	69 TH AV	68 TH AV	Local	100	81 Slurry	230	25	5750	\$1,791.66
FREWING	PACIFIC HW	PACIFIC HW	Local	95	76 Slurry	686	25	17150	\$5,343.83
GARDEN	GARDEN PL	PACIFIC HW	Local	100	81 Slurry	739	25	18475	\$5,756.69
GENESIS	115 TH AV	ARMADALE PL	Local	100	81 Slurry	610	25	15250	\$4,751.80
GENESIS	CITY LIMI	115 TH AV	Local	100	81 Slurry	30	25	750	\$233.70
GENEVA	111 TH AV	109 TH AV	Local	100	81 Slurry	515	25	12875	\$4,011.77
GENTLEWOODS	ASHFORD ST	97 TH AV	Local	93	74 Slurry	740	25	18500	\$5,764.48
GRAVENSTIEN	END	NO NAME DR	Local	100	81 Slurry	100	25	2500	\$778.98
GREENSWARD	90 TH AV	86 TH AV	Local	100	81 Slurry	1105	25	27625	\$8,607.77
HAMLET	STRATFORD LP	HALL BL	Local	100	81 Slurry	1470	25	36750	\$11,451.00
HAWKS BEARD	131 ST PL	130 TH AV	Local	97	78 Slurry	490	25	12250	\$3,817.02
HEIDI	CUL-DE-SA	92 ND AV	Local	100	81 Slurry	185	25	4625	\$1,441.12
HILL	CUL-DE-SA	HILL ST	Local	95	76 Slurry	215	25	5375	\$1,674.81
HILLVIEW/103RD	CUL-DE-SA	HILLVIEW ST	Local	93	74 Slurry	160	25	4000	\$1,246.37
HILLVIEW	104 TH AV	ASH AV	Local	95	76 Slurry	992	25	24800	\$7,727.52
INEZ	100 TH AV	END	Local	95	76 Slurry	470	25	11750	\$3,661.22
INEZ	92 ND AV	END	Local	93	74 Slurry	265	25	6625	\$2,064.31
JANZEN	CUL-DE-SA	98 TH CT	Local	100	81 Slurry	230	25	5750	\$1,791.66
JEFFERSON	LOCUST ST	LOCUST ST	Local	100	81 Slurry	200	25	5000	\$1,557.97
JENNA	ESSEX DR	CUL-DE-SA	Local	97	78 Slurry	390	25	9750	\$3,038.04
JOHNSON	106 TH AV	END	Local	100	81 Slurry	365	25	9125	\$2,843.29
KABLE	CUL-DE-SA	72 ND AV	Local	100	81 Slurry	550	25	13750	\$4,284.41
KAROL	CUL-DE-SA	KATHERINE ST	Local	100	81 Slurry	317	25	7925	\$2,469.38
KATHERINE/123RD	KATHERINE ST	KATHERINE ST	Local	100	81 Slurry	106	25	2650	\$825.72
KENT	103 RD AV	CUL-DE-SA	Local	100	81 Slurry	230	25	5750	\$1,791.66
KENTON	END	ASHFORD ST	Local	100	81 Slurry	1660	25	41500	\$12,931.13
LADY MARION	END	100 TH AV	Local	95	76 Slurry	1385	25	34625	\$10,788.92
Sub Total									\$501,260.44
Engineering & Admin=10%, Slurry Cost=\$0.3115/s.f.									\$50,126.04
Total									\$551,386

Accumulated Reserve Total **\$359,815.49**

Road Name	Limits From	To	Classification	1999 PCI	2019 PCI	FY 2019-2020 Recommend Action	Prj_Length	Width	Area (s.f.)	Cost	
TIEDMAN	TIGARD ST	GREENBURG RD	Neigh'd Route	95	75	Reconstruction	1291	30	38730	\$294,372.03	\$294,372
LAKE	75 TH AV	VILLAGE 6 DR	Local	95	75	Slurry	200	25	5000	\$1,604.71	
LAKESIDE	98 TH AV	ALDERBROOD DR	Local	100	80	Slurry	1105	25	27625	\$8,866.00	
LAMANCHA	CUL-DE-SA	83 RD AV	Local	95	75	Slurry	400	25	10000	\$3,209.41	
LANDAU	LANDAU ST	CUL-DE-SA	Local	95	75	Slurry	750	25	18750	\$6,017.65	
LANGTREE	HALL BL	END	Local	100	80	Slurry	785	25	19625	\$6,298.47	
LANSDOWNE	CUL-DE-SA	TIPITT PL	Local	97	77	Slurry	950	25	23750	\$7,622.36	
LEHMAN	GREENBURG RD	GREENBURG RD	Local	100	80	Slurry	375	25	9375	\$3,008.82	
LESLIE	CUL-DE-SA	92 ND AV	Local	100	80	Slurry	230	25	5750	\$1,845.41	
LIDEN	CHEHALEM CT	WILTON AV	Local	97	77	Slurry	1480	25	37000	\$11,874.83	
LINCOLN	COMMERCIA ST	GREENBURG RD	Local	100	80	Slurry	1495	25	37375	\$11,995.18	
LINCOLN	MAPLELEAF ST	LOCUST ST	Local	100	80	Slurry	370	25	9250	\$2,968.71	
LODI	END	REILING ST	Local	100	80	Slurry	717	25	17925	\$5,752.87	
LONDON	98 TH AV	LONDON CT	Local	97	77	Slurry	220	25	5500	\$1,765.18	
MAPLELEAF	72 ND AV	71 ST AV	Local	100	80	Slurry	230	25	5750	\$1,845.41	
MARCIA	NORTHVIEW DR	139 TH AV	Local	97	77	Slurry	390	25	9750	\$3,129.18	
MARIE	128 TH AV	CUL-DE-SA	Local	100	80	Slurry	264	25	6600	\$2,118.21	
MAZAMA	NAEVE ST	CUL-DE-SA	Local	100	80	Slurry	215	25	5375	\$1,725.06	
MCKENZIE	END	PACIFIC HW	Local	100	80	Slurry	315	25	7875	\$2,527.41	
MICHELLE	ESSEX DR	CUL-DE-SA	Local	97	77	Slurry	670	25	16750	\$5,375.77	
MILLER	CUL-DE-SA	HAMLET ST	Local	100	80	Slurry	110	25	2750	\$882.59	
MORNING HILL	131 ST AV	CUL-DE-SA	Local	97	77	Slurry	235	25	5875	\$1,885.53	
MORNING HILL	CUL-DE-SA	WILTON AV	Local	95	75	Slurry	235	25	5875	\$1,885.53	
MORNING HILL	FALCON RI DR	SCOTT BRI DR	Local	100	80	Slurry	715	25	17875	\$5,736.83	
MORNING HILL	KATHERINE ST	FALCON RI DR	Local	100	80	Slurry	264	25	6600	\$2,118.21	
MURDOCK	HALL BL	83 RD AV	Local	95	75	Slurry	485	25	12125	\$3,891.41	
NAEVE	109 TH AV	END	Local	100	80	Slurry	1155	25	28875	\$9,267.18	
NORTHVIEW	WALNUT ST	140 TH TE	Local	100	80	Slurry	2325	25	58125	\$18,654.71	
PATHFINDER	CUL-DE-SA	WALNUT ST	Local	100	80	Slurry	422	25	10550	\$3,385.93	
PATHFINDER	CUL-DE-SA	107 TH CT	Local	100	80	Slurry	950	25	23750	\$7,622.36	
PATTI	82 ND AV	END	Local	100	80	Slurry	155	25	3875	\$1,243.65	
PICKS	103 RD AV	103 RD AV	Local	100	80	Slurry	125	25	3125	\$1,002.94	
PICKS	SERENA WY	CUL-DE-SA	Local	100	80	Slurry	211	25	5275	\$1,692.97	
PICKS	104 TH AV	104 TH AV	Local	95	75	Slurry	325	25	8125	\$2,607.65	
PICKS	104 TH AV	CUL-DE-SA	Local	100	80	Slurry	464	25	11600	\$3,722.92	
PONDEROSA	BLACK DIA WY	CUL-DE-SA	Local	100	80	Slurry	270	25	6750	\$2,166.35	
REILING	BRAEBURN LN	BELLFLOWE LN	Local	100	80	Slurry	378	25	9450	\$3,032.90	
RIVER	TUALATIN DR	TUALATIN DR	Local	93	73	Slurry	635	25	15875	\$5,094.94	
RIVERWOOD	BONANZA WY	RIVERWOOD PL	Local	95	75	Slurry	555	25	13875	\$4,453.06	
RIVERWOOD	CUL-DE-SA	RIVERWOOD LN	Local	95	75	Slurry	150	25	3750	\$1,203.53	
SCOTT	CUL-DE-SA	98 TH AV	Local	100	80	Slurry	450	25	11250	\$3,610.59	
SERENA	DURHAM RD	CUL-DE-SA	Local	100	80	Slurry	790	25	19750	\$6,338.59	
SHADY	BARBARA LN	SHADY LN	Local	94	74	Slurry	585	25	14625	\$4,693.77	
SPRUCE	78 TH AV	74 TH AV	Local	95	75	Slurry	805	25	20125	\$6,458.94	
STEVE	END	83 RD AV	Local	95	75	Slurry	185	25	4625	\$1,484.35	
STEVE	82 ND AV	81 ST AV	Local	93	73	Slurry	385	25	9625	\$3,089.06	
STUART	103 RD AV	CUL-DE-SA	Local	100	80	Slurry	230	25	5750	\$1,845.41	
SUMMER LAKE/128TH	CUL-DE-SA	SUMMER LA DR	Local	100	80	Slurry	230	25	5750	\$1,845.41	
TALLWOOD	ASHBURY LN	CUL-DE-SA	Local	97	77	Slurry	280	25	7000	\$2,246.59	
TAMAWAY	ESSEX DR	136 TH PL	Local	97	77	Slurry	520	25	13000	\$4,172.24	
TERESA TRAILS	CUL-DE-SA	CUL-DE-SA	Local	100	80	Slurry	585	25	14625	\$4,693.77	
THORN	82 ND AV	79 TH AV	Local	100	80	Slurry	885	25	22125	\$7,100.83	
THURSTON	ASHFORD ST	79 TH AV	Local	100	80	Slurry	620	25	15500	\$4,974.59	
TIGARD/117TH	CUL-DE-SA	TIGARD DR	Local	100	80	Slurry	106	25	2650	\$850.49	
TIGARD	SUMMERCREE DR	116 TH AV	Local	100	80	Slurry	792	25	19800	\$6,354.64	
TOLSON	112 TH AV	END	Local	100	80	Slurry	215	25	5375	\$1,765.18	
TUALATIN	108 TH AV	RIVER DR	Local	93	73	Slurry	825	25	20625	\$6,619.41	
VARNIS	END	CHERRY DR	Local	93	73	Slurry	70	25	1750	\$561.65	

VARNIS	CHERRY DR	72 ND AV	Local	95	75 Slurry	1675	25	41875	\$13,439.42	
VIEWMOUNT	115 TH AV	114 TH AV	Local	93	73 Slurry	310	25	7750	\$2,487.29	
VILLAGE GLENN	CUL-DE-SA	VILLAGE G DR	Local	95	75 Slurry	200	25	5000	\$1,604.71	
VILLAGE GLENN	CUL-DE-SA	VILLAGE G DR	Local	93	73 Slurry	235	25	5875	\$1,885.53	
VIOLA	81 ST AV	80 TH AV	Local	93	73 Slurry	325	25	8125	\$2,607.65	
WINTERVIEW	END	END	Local	100	80 Slurry	520	25	13000	\$4,172.24	
WOODCREST	RIVERWOOD LN	SERENA WY	Local	93	73 Slurry	1075	25	26875	\$8,625.30	
WOODSHIRE	EDGEFIELD TE	MORNINGST DR	Local	95	75 Slurry	310	25	7750	\$2,487.29	
102 ND	MCDONALD ST	HILLVIEW ST	Local	95	75 Slurry	400	25	10000	\$3,209.41	
103 RD	LADY MARI DR	MURDOCK ST	Local	100	80 Slurry	850	25	21250	\$6,820.00	
104 TH	DURHAM RD	CENTURY O DR	Local	95	75 Slurry	240	25	6000	\$1,925.65	
104 TH	DEL MONTE DR	END	Local	100	80 Slurry	450	25	11250	\$3,610.59	
106 TH	NORTH DAK ST	WINDSOR CT	Local	100	80 Slurry	890	25	22250	\$7,140.94	
106 TH	WALNUT ST	CITY LIM	Local	95	75 Slurry	485	25	12125	\$3,891.41	
107 TH	TITAN LN	CUL-DE-SA	Local	93	73 Slurry	110	25	2750	\$882.59	
108 TH	END	NORTH DAK ST	Local	100	80 Slurry	485	25	12125	\$3,891.41	
108 TH	END	BLACK DIA WY	Local	100	80 Slurry	495	25	12375	\$3,971.65	
108 TH	BLACK DIA WY	CUL-DE-SA	Local	100	80 Slurry	275	25	6875	\$2,206.47	
109 TH	ROYALTY PW	MURDOCK PL	Local	100	80 Slurry	1280	25	32000	\$10,270.12	
109 TH	MURDOCK ST	CANTERBUR LN	Local	100	80 Slurry	795	25	19875	\$6,378.71	
111 TH	GENEVA ST	BLACK DIA WY	Local	100	80 Slurry	330	25	8250	\$2,647.77	
111 TH	END	GENEVA ST	Local	100	80 Slurry	264	25	6600	\$2,118.21	
112 TH	END	GAARDE ST	Local	100	80 Slurry	370	25	9250	\$2,968.71	
112 TH	TOLAND ST	NORTH DAK ST	Local	100	80 Slurry	375	25	9375	\$3,008.82	
114 TH	NORTH DAK ST	CUL-DE-SA	Local	93	73 Slurry	470	25	11750	\$3,771.06	
118 TH	GAARDE ST	CUL-DE-SA	Local	100	80 Slurry	750	25	18750	\$6,017.65	
121 ST	CUL-DE-SA	CHANDLER DR	Local	100	80 Slurry	195	25	4875	\$1,564.59	
122 ND	BEEF BEND RD	END	Local	100	80 Slurry	905	25	22625	\$7,261.30	
133 RD	BULL MOUN RD	MOUNTAIN CT	Local	100	80 Slurry	910	25	22750	\$7,301.41	
138 TH	FERN ST	WALNUT LN	Local	97	77 Slurry	535	25	13375	\$4,292.59	
139 TH	WALNUT LN	MARCIA DR	Local	97	77 Slurry	270	25	6750	\$2,166.35	
SCHOOL	PACIFIC HW	GRANT AV	Local	100	80 Slurry	350	25	8750	\$2,808.24	
MEADOW	TIEDEMAN AV	CUL-DE-SA	Local	100	80 Slurry	570	25	14250	\$4,573.41	\$381,816
Sub Total									\$676,187.86	
Total									\$676,187.79	
Accumulated Reserve Total									\$743,807	
										\$416,008.85

Engineering & Admin=10%,
Slurry Cost=\$0.320/s.f. Reconstruction=\$7.60/s.f.

City of Tigard
Street Maintenance Fee Study
Street Maintenance

ITE Code	Land Use Category	ITE TRIPS	UNIT	DU,SF,ACRE, VFP, SC, CITYWIDE	TRIPS/DAY	TRIPS/YEAR 260 days	% OF TOTAL TRIPS	DIRECT COST/YEAR	% OF TOTAL COST	RATE/MO Per Unit
210	SINGLE FAMILY (DETACHED)	9.57	/DU/DAY	10,422	99,739	25,932,020	16.5%	\$132,241	16.5%	1.0574
220	MULTI FAMILY	6.63	/DU/DAY	6,400	42,432	11,032,320	7.0%	\$56,260	7.0%	0.7325
	NON-RESIDENTIAL GROUP 1 (0 - 20)									0.8651
120	General Heavy Industrial	1.50	/KSF/DAY	723,759	1,086	282,266	0.2%	\$7,513	0.9%	
252	Congregate Care Facility	2.15	/DU/DAY	112	241	62,608	0.0%	\$1,163	0.1%	
151	Mini-Warehouse	2.50	/KSF/DAY	328,090	820	213,259	0.1%	\$3,406	0.4%	
140	Manufacturing	3.82	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
311	All Suites Hotel	4.90	/DU/DAY	246	1,205	313,404	0.2%	\$2,554	0.3%	
150	Warehousing	4.96	/KSF/DAY	31,898	158	41,135	0.0%	\$331	0.0%	
864	Toy/Children's Superstore	4.99	/KSF/DAY	44,604	223	57,869	0.0%	\$463	0.1%	
890	Furniture Store	5.06	/KSF/DAY	279,329	1,413	367,485	0.2%	\$2,900	0.4%	
320	Motel	5.63	/DU/DAY	447	2,517	654,319	0.4%	\$4,640	0.6%	
130	Industrial Park	6.96	/KSF/DAY	3,225,614	22,450	5,837,071	3.7%	\$33,485	4.2%	
110	General Light Industrial	6.97	/KSF/DAY	3,219,359	22,439	5,834,122	3.7%	\$33,420	4.2%	
310	Hotel	8.23	/DU/DAY	384	3,160	821,683	0.5%	\$3,986	0.5%	
560	Church	9.11	/KSF/DAY	366,651	3,340	868,450	0.6%	\$3,806	0.5%	
710	General Office	11.01	/KSF/DAY	3,313,850	36,485	9,486,227	6.0%	\$34,401	4.3%	
522	Junior High School	11.92	/KSF/DAY	232,605	2,773	720,888	0.5%	\$2,415	0.3%	
520	Elementary School	12.03	/KSF/DAY	371,802	4,473	1,162,923	0.7%	\$3,860	0.5%	
530	High School	13.27	/KSF/DAY	231,782	3,076	799,693	0.5%	\$2,406	0.3%	
610	Hospital	16.78	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
492	Racquet Club	17.14	/KSF/DAY	31,858	546	141,971	0.1%	\$331	0.0%	
	Subtotals for Group 1				106,405	27,665,373	17.6%	\$141,081	17.6%	
	NON-RESIDENTIAL GROUP 2 (21 - 100)									4.9692
848	Tire Store	24.87	/KSF/DAY	67,269	1,673	434,976	0.3%	\$4,011	0.5%	
630	Clinic	31.45	/KSF/DAY	13,111	412	107,207	0.1%	\$782	0.1%	
862	Home Improvement Superstore	35.05	/KSF/DAY	250,084	8,765	2,279,015	1.5%	\$14,912	1.9%	
817	Nursery (Garden Center)	36.08	/KSF/DAY	13,897	501	130,364	0.1%	\$829	0.1%	
720	Medical-Dental Office Building	36.13	/KSF/DAY	275,493	9,954	2,587,926	1.6%	\$16,428	2.1%	
841	New Car Sales	37.50	/KSF/DAY	218,162	8,181	2,127,081	1.4%	\$13,009	1.6%	
812	Building Materials and Lumber Store	39.71	/KSF/DAY	104,182	4,137	1,075,637	0.7%	\$6,212	0.8%	
814	Specialty Retail Center	40.67	/KSF/DAY	685,461	27,878	7,248,202	4.6%	\$40,874	5.1%	
861	Discount Club	41.80	/KSF/DAY	144,571	6,043	1,571,200	1.0%	\$8,621	1.1%	
820	Shopping Center	42.92	/KSF/DAY	1,825,496	78,350	20,371,075	13.0%	\$108,854	13.6%	
863	Electronics Superstore	45.04	/KSF/DAY	64,954	2,926	760,638	0.5%	\$3,873	0.5%	
813	Free-Standing Discount Superstore	46.96	/KSF/DAY	141,530	6,646	1,728,030	1.1%	\$8,439	1.1%	
816	Hardware/Paint Store	51.29	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
590	Library	54.00	/KSF/DAY	13,006	702	182,604	0.1%	\$776	0.1%	
815	Free-Standing Discount Store	56.63	/KSF/DAY	484,169	27,418	7,128,808	4.5%	\$28,871	3.6%	
843	Automobile Parts Sales	61.91	/KSF/DAY	42,082	2,605	677,380	0.4%	\$2,509	0.3%	
730	Government Office	68.93	/KSF/DAY	78,983	5,444	1,415,516	0.9%	\$4,710	0.6%	
565	Day Care Center	79.26	/KSF/DAY	51,624	4,092	1,063,847	0.7%	\$3,078	0.4%	
831	Quality Restaurant	89.95	/KSF/DAY	104,767	9,424	2,450,190	1.6%	\$6,247	0.8%	
880	Pharmacy/Drugstore	90.06	/KSF/DAY	17,202	1,549	402,790	0.3%	\$1,026	0.1%	
	Subtotals for Group 2				206,702	53,742,486	34.3%	\$274,062	34.3%	
	NON-RESIDENTIAL GROUP 3 (100 - <400)									16.1521
732	Post Office	108.19	/KSF/DAY	21,487	2,325	604,416	0.4%	\$4,165	0.5%	
850	Supermarket	111.51	/KSF/DAY	305,121	34,024	8,846,254	5.6%	\$59,140	7.4%	
832	High-Turnover (Sit Down) Restaurant	130.34	/KSF/DAY	129,997	16,944	4,405,388	2.8%	\$25,197	3.1%	
444	Movie Theater With Matinee (See Report)	375.92	/SC/DAY	12	4,511	1,172,870	0.7%	\$2,326	0.3%	
844	Gasoline/Service Station (Avg. 844, 845,846)	161.39	/VFP/DAY	130	20,981	5,454,982	3.5%	\$25,197	3.1%	
912	Bank	265.21	/KSF/DAY	73,293	19,438	5,053,889	3.2%	\$14,206	1.8%	
	Subtotals for Group 3				98,222	25,537,800	16.3%	\$130,231	16.3%	
	NON-RESIDENTIAL GROUP 4 (>400)									62.0920
834	Fast-Food Restaurant	496.12	/KSF/DAY	63,787	31,646	8,227,975	5.2%	\$47,528	5.9%	
851	Convenience Market (24-Hour)	737.99	/KSF/DAY	23,863	17,610	4,578,684	2.9%	\$17,780	2.2%	
	Subtotals for Group 4				49,256	12,806,659	8.2%	\$65,308	8.2%	
	NON-RESIDENTIAL GROUP 5 (SPECIAL)									0.2986
411	City Park	1.59	/AC/DAY	152	242	62,837	0.0%	\$545	0.1%	
566	Cemetery	4.73	/AC/DAY	28	131	34,188	0.0%	\$100	0.0%	
430	Golf Course	5.04	/AC/DAY	48	243	63,240	0.0%	\$173	0.0%	
	Subtotals for Group 5				616	160,265	0.1%	\$817	0.1%	
	TOTALS				603,373	156,876,922	100.0%	\$800,000	100.0%	

Enter Revenue Desired:

City of Tigard
Street Maintenance Fee Study
ROW Maintenance

ITE Code	Land Use Category	ITE TRIPS	UNIT	DU,SF,ACRE, VFP, SC, CITYWIDE	TRIPS/DAY	TRIPS/YEAR 260 days	% OF TOTAL TRIPS	DIRECT COST/YEAR	% OF TOTAL COST	RATE/MO Per Unit
210	SINGLE FAMILY (DETACHED)	9.57	/DU/DAY	10,422	99,739	25,932,020	16.5%	\$44,631	16.5%	0.3569
220	MULTI FAMILY	6.63	/DU/DAY	6,400	42,432	11,032,320	7.0%	\$18,988	7.0%	0.2472
	NON-RESIDENTIAL GROUP 1 (0 - 20)									0.2920
120	General Heavy Industrial	1.50	/KSF/DAY	723,759	1,086	282,266	0.2%	\$2,536	0.9%	
252	Congregate Care Facility	2.15	/DU/DAY	112	241	62,608	0.0%	\$392	0.1%	
151	Mini-Warehouse	2.50	/KSF/DAY	328,090	820	213,259	0.1%	\$1,149	0.4%	
140	Manufacturing	3.82	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
311	All Suites Hotel	4.90	/DU/DAY	246	1,205	313,404	0.2%	\$862	0.3%	
150	Warehousing	4.96	/KSF/DAY	31,898	158	41,135	0.0%	\$112	0.0%	
864	Toy/Children's Superstore	4.99	/KSF/DAY	44,604	223	57,869	0.0%	\$156	0.1%	
890	Furniture Store	5.06	/KSF/DAY	279,329	1,413	367,485	0.2%	\$979	0.4%	
320	Motel	5.63	/DU/DAY	447	2,517	654,319	0.4%	\$1,566	0.6%	
130	Industrial Park	6.96	/KSF/DAY	3,225,614	22,450	5,837,071	3.7%	\$11,301	4.2%	
110	General Light Industrial	6.97	/KSF/DAY	3,219,359	22,439	5,834,122	3.7%	\$11,279	4.2%	
310	Hotel	8.23	/DU/DAY	384	3,160	821,683	0.5%	\$1,345	0.5%	
560	Church	9.11	/KSF/DAY	366,651	3,340	868,450	0.6%	\$1,285	0.5%	
710	General Office	11.01	/KSF/DAY	3,313,850	36,485	9,486,227	6.0%	\$11,610	4.3%	
522	Junior High School	11.92	/KSF/DAY	232,605	2,773	720,888	0.5%	\$815	0.3%	
520	Elementary School	12.03	/KSF/DAY	371,802	4,473	1,162,923	0.7%	\$1,303	0.5%	
530	High School	13.27	/KSF/DAY	231,782	3,076	799,693	0.5%	\$812	0.3%	
610	Hospital	16.78	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
492	Racquet Club	17.14	/KSF/DAY	31,858	546	141,971	0.1%	\$112	0.0%	
	Subtotals for Group 1				106,405	27,665,373	17.6%	\$47,615	17.6%	
	NON-RESIDENTIAL GROUP 2 (21 - 100)									1.6771
848	Tire Store	24.87	/KSF/DAY	67,269	1,673	434,976	0.3%	\$1,354	0.5%	
630	Clinic	31.45	/KSF/DAY	13,111	412	107,207	0.1%	\$264	0.1%	
862	Home Improvement Superstore	35.05	/KSF/DAY	250,084	8,765	2,279,015	1.5%	\$5,033	1.9%	
817	Nursery (Garden Center)	36.08	/KSF/DAY	13,897	501	130,364	0.1%	\$280	0.1%	
720	Medical-Dental Office Building	36.13	/KSF/DAY	275,493	9,954	2,587,926	1.6%	\$5,544	2.1%	
841	New Car Sales	37.50	/KSF/DAY	218,162	8,181	2,127,081	1.4%	\$4,391	1.6%	
812	Building Materials and Lumber Store	39.71	/KSF/DAY	104,182	4,137	1,075,637	0.7%	\$2,097	0.8%	
814	Specialty Retail Center	40.67	/KSF/DAY	685,461	27,878	7,248,202	4.6%	\$13,795	5.1%	
861	Discount Club	41.80	/KSF/DAY	144,571	6,043	1,571,200	1.0%	\$2,910	1.1%	
820	Shopping Center	42.92	/KSF/DAY	1,825,496	78,350	20,371,075	13.0%	\$36,738	13.6%	
863	Electronics Superstore	45.04	/KSF/DAY	64,954	2,926	760,638	0.5%	\$1,307	0.5%	
813	Free-Standing Discount Superstore	46.96	/KSF/DAY	141,530	6,646	1,728,030	1.1%	\$2,848	1.1%	
816	Hardware/Paint Store	51.29	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
590	Library	54.00	/KSF/DAY	13,006	702	182,604	0.1%	\$262	0.1%	
815	Free-Standing Discount Store	56.63	/KSF/DAY	484,169	27,418	7,128,808	4.5%	\$9,744	3.6%	
843	Automobile Parts Sales	61.91	/KSF/DAY	42,082	2,605	677,380	0.4%	\$847	0.3%	
730	Government Office	68.93	/KSF/DAY	78,983	5,444	1,415,516	0.9%	\$1,590	0.6%	
565	Day Care Center	79.26	/KSF/DAY	51,624	4,092	1,063,847	0.7%	\$1,039	0.4%	
831	Quality Restaurant	89.95	/KSF/DAY	104,767	9,424	2,450,190	1.6%	\$2,108	0.8%	
880	Pharmacy/Drugstore	90.06	/KSF/DAY	17,202	1,549	402,790	0.3%	\$346	0.1%	
	Subtotals for Group 2				206,702	53,742,486	34.3%	\$92,496	34.3%	
	NON-RESIDENTIAL GROUP 3 (100 - <400)									5.4513
732	Post Office	108.19	/KSF/DAY	21,487	2,325	604,416	0.4%	\$1,406	0.5%	
850	Supermarket	111.51	/KSF/DAY	305,121	34,024	8,846,254	5.6%	\$19,960	7.4%	
832	High-Turnover (Sit Down) Restaurant	130.34	/KSF/DAY	129,997	16,944	4,405,388	2.8%	\$8,504	3.1%	
444	Movie Theater With Matinee (See Report)	375.92	/SC/DAY	12	4,511	1,172,870	0.7%	\$785	0.3%	
844	Gasoline/Service Station (Avg. 844, 845,846)	161.39	/VFP/DAY	130	20,981	5,454,982	3.5%	\$8,504	3.1%	
912	Bank	265.21	/KSF/DAY	73,293	19,438	5,053,889	3.2%	\$4,795	1.8%	
	Subtotals for Group 3				98,222	25,537,800	16.3%	\$43,953	16.3%	
	NON-RESIDENTIAL GROUP 4 (>400)									20.9560
834	Fast-Food Restaurant	496.12	/KSF/DAY	63,787	31,646	8,227,975	5.2%	\$16,041	5.9%	
851	Convenience Market (24-Hour)	737.99	/KSF/DAY	23,863	17,610	4,578,684	2.9%	\$6,001	2.2%	
	Subtotals for Group 4				49,256	12,806,659	8.2%	\$22,041	8.2%	
	NON-RESIDENTIAL GROUP 5 (SPECIAL)									0.1008
411	City Park	1.59	/AC/DAY	152	242	62,837	0.0%	\$184	0.1%	
566	Cemetery	4.73	/AC/DAY	28	131	34,188	0.0%	\$34	0.0%	
430	Golf Course	5.04	/AC/DAY	48	243	63,240	0.0%	\$58	0.0%	
	Subtotals for Group 5				616	160,265	0.1%	\$276	0.1%	
	TOTALS				603,373	156,876,922	100.0%	\$270,000	100.0%	

Enter Revenue Desired: \$270,000

City of Tigard
Street Maintenance Fee Study
Sidewalk Maintenance

ITE Code	Land Use Category	ITE TRIPS	UNIT	DU,SF,ACRE, VFP, SC, CITYWIDE	TRIPS/DAY	TRIPS/YEAR 260 days	% OF TOTAL TRIPS	DIRECT COST/YEAR	% OF TOTAL COST	RATE/MO Per Unit
210	SINGLE FAMILY (DETACHED)	9.57	/DU/DAY	10,422	99,739	25,932,020	16.5%	\$14,877	16.5%	0.1190
220	MULTI FAMILY	6.63	/DU/DAY	6,400	42,432	11,032,320	7.0%	\$6,329	7.0%	0.0824
	NON-RESIDENTIAL GROUP 1 (0 - 20)									0.0973
120	General Heavy Industrial	1.50	/KSF/DAY	723,759	1,086	282,266	0.2%	\$845	0.9%	
252	Congregate Care Facility	2.15	/DU/DAY	112	241	62,608	0.0%	\$131	0.1%	
151	Mini-Warehouse	2.50	/KSF/DAY	328,090	820	213,259	0.1%	\$383	0.4%	
140	Manufacturing	3.82	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
311	All Suites Hotel	4.90	/DU/DAY	246	1,205	313,404	0.2%	\$287	0.3%	
150	Warehousing	4.96	/KSF/DAY	31,898	158	41,135	0.0%	\$37	0.0%	
864	Toy/Children's Superstore	4.99	/KSF/DAY	44,604	223	57,869	0.0%	\$52	0.1%	
890	Furniture Store	5.06	/KSF/DAY	279,329	1,413	367,485	0.2%	\$326	0.4%	
320	Motel	5.63	/DU/DAY	447	2,517	654,319	0.4%	\$522	0.6%	
130	Industrial Park	6.96	/KSF/DAY	3,225,614	22,450	5,837,071	3.7%	\$3,767	4.2%	
110	General Light Industrial	6.97	/KSF/DAY	3,219,359	22,439	5,834,122	3.7%	\$3,760	4.2%	
310	Hotel	8.23	/DU/DAY	384	3,160	821,683	0.5%	\$448	0.5%	
560	Church	9.11	/KSF/DAY	366,651	3,340	868,450	0.6%	\$288	0.5%	
710	General Office	11.01	/KSF/DAY	3,313,850	36,485	9,486,227	6.0%	\$3,870	4.3%	
522	Junior High School	11.92	/KSF/DAY	232,605	2,773	720,888	0.5%	\$272	0.3%	
520	Elementary School	12.03	/KSF/DAY	371,802	4,473	1,162,923	0.7%	\$434	0.5%	
530	High School	13.27	/KSF/DAY	231,782	3,076	799,693	0.5%	\$271	0.3%	
610	Hospital	16.78	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
492	Racquet Club	17.14	/KSF/DAY	31,858	546	141,971	0.1%	\$37	0.0%	
	Subtotals for Group 1				106,405	27,665,373	17.6%	\$15,872	17.6%	
	NON-RESIDENTIAL GROUP 2 (21 - 100)									0.5590
848	Tire Store	24.87	/KSF/DAY	67,269	1,673	434,976	0.3%	\$451	0.5%	
630	Clinic	31.45	/KSF/DAY	13,111	412	107,207	0.1%	\$88	0.1%	
862	Home Improvement Superstore	35.05	/KSF/DAY	250,084	8,765	2,279,015	1.5%	\$1,678	1.9%	
817	Nursery (Garden Center)	36.08	/KSF/DAY	13,897	501	130,364	0.1%	\$93	0.1%	
720	Medical-Dental Office Building	36.13	/KSF/DAY	275,493	9,954	2,587,926	1.6%	\$1,848	2.1%	
841	New Car Sales	37.50	/KSF/DAY	218,162	8,181	2,127,081	1.4%	\$1,464	1.6%	
812	Building Materials and Lumber Store	39.71	/KSF/DAY	104,182	4,137	1,075,637	0.7%	\$699	0.8%	
814	Specialty Retail Center	40.67	/KSF/DAY	685,461	27,878	7,248,202	4.6%	\$4,598	5.1%	
861	Discount Club	41.80	/KSF/DAY	144,571	6,043	1,571,200	1.0%	\$970	1.1%	
820	Shopping Center	42.92	/KSF/DAY	1,825,496	78,350	20,371,075	13.0%	\$12,246	13.6%	
863	Electronics Superstore	45.04	/KSF/DAY	64,954	2,926	760,638	0.5%	\$436	0.5%	
813	Free-Standing Discount Superstore	46.96	/KSF/DAY	141,530	6,646	1,728,030	1.1%	\$949	1.1%	
816	Hardware/Paint Store	51.29	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
590	Library	54.00	/KSF/DAY	13,006	702	182,604	0.1%	\$87	0.1%	
815	Free-Standing Discount Store	56.63	/KSF/DAY	484,169	27,418	7,128,808	4.5%	\$3,248	3.6%	
843	Automobile Parts Sales	61.91	/KSF/DAY	42,082	2,605	677,380	0.4%	\$282	0.3%	
730	Government Office	68.93	/KSF/DAY	78,983	5,444	1,415,516	0.9%	\$530	0.6%	
565	Day Care Center	79.26	/KSF/DAY	51,624	4,092	1,063,847	0.7%	\$346	0.4%	
831	Quality Restaurant	89.95	/KSF/DAY	104,767	9,424	2,450,190	1.6%	\$703	0.8%	
880	Pharmacy/Drugstore	90.06	/KSF/DAY	17,202	1,549	402,790	0.3%	\$115	0.1%	
	Subtotals for Group 2				206,702	53,742,486	34.3%	\$30,832	34.3%	
	NON-RESIDENTIAL GROUP 3 (100 - <400)									1.8171
732	Post Office	108.19	/KSF/DAY	21,487	2,325	604,416	0.4%	\$469	0.5%	
850	Supermarket	111.51	/KSF/DAY	305,121	34,024	8,846,254	5.6%	\$6,653	7.4%	
832	High-Turnover (Sit Down) Restaurant	130.34	/KSF/DAY	129,997	16,944	4,405,388	2.8%	\$2,835	3.1%	
444	Movie Theater With Matinee (See Report)	375.92	/SC/DAY	12	4,511	1,172,870	0.7%	\$262	0.3%	
844	Gasoline/Service Station (Avg. 844, 845,846)	161.39	/VFP/DAY	130	20,981	5,454,982	3.5%	\$2,835	3.1%	
912	Bank	265.21	/KSF/DAY	73,293	19,438	5,053,889	3.2%	\$1,598	1.8%	
	Subtotals for Group 3				98,222	25,537,800	16.3%	\$14,651	16.3%	
	NON-RESIDENTIAL GROUP 4 (>400)									6.9853
834	Fast-Food Restaurant	496.12	/KSF/DAY	63,787	31,646	8,227,975	5.2%	\$5,347	5.9%	
851	Convenience Market (24-Hour)	737.99	/KSF/DAY	23,863	17,610	4,578,684	2.9%	\$2,000	2.2%	
	Subtotals for Group 4				49,256	12,806,659	8.2%	\$7,347	8.2%	
	NON-RESIDENTIAL GROUP 5 (SPECIAL)									0.0336
411	City Park	1.59	/AC/DAY	152	242	62,837	0.0%	\$61	0.1%	
566	Cemetery	4.73	/AC/DAY	28	131	34,188	0.0%	\$11	0.0%	
430	Golf Course	5.04	/AC/DAY	48	243	63,240	0.0%	\$19	0.0%	
	Subtotals for Group 5				616	160,265	0.1%	\$92	0.1%	
	TOTALS				603,373	156,876,922	100.0%	\$90,000	100.0%	

Enter Revenue Desired:

City of Tigard
Street Maintenance Fee Study
Street Light Maintenance

ITE Code	Land Use Category	ITE TRIPS	UNIT	DU,SF,ACRE, VFP, SC, CITYWIDE	TRIPS/DAY	TRIPS/YEAR 260 days	% OF TOTAL TRIPS	DIRECT COST/YEAR	% OF TOTAL COST	RATE/MO Per Unit
210	SINGLE FAMILY (DETACHED)	9.57	/DU/DAY	10,422	99,739	25,932,020	16.5%	\$73,559	16.5%	0.5882
220	MULTI FAMILY	6.63	/DU/DAY	6,400	42,432	11,032,320	7.0%	\$31,294	7.0%	0.4075
	NON-RESIDENTIAL GROUP 1 (0 - 20)									0.4812
120	General Heavy Industrial	1.50	/KSF/DAY	723,759	1,086	282,266	0.2%	\$4,179	0.9%	
252	Congregate Care Facility	2.15	/DU/DAY	112	241	62,608	0.0%	\$647	0.1%	
151	Mini-Warehouse	2.50	/KSF/DAY	328,090	820	213,259	0.1%	\$1,895	0.4%	
140	Manufacturing	3.82	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
311	All Suites Hotel	4.90	/DU/DAY	246	1,205	313,404	0.2%	\$1,421	0.3%	
150	Warehousing	4.96	/KSF/DAY	31,898	158	41,135	0.0%	\$184	0.0%	
864	Toy/Children's Superstore	4.99	/KSF/DAY	44,604	223	57,869	0.0%	\$258	0.1%	
890	Furniture Store	5.06	/KSF/DAY	279,329	1,413	367,485	0.2%	\$1,613	0.4%	
320	Motel	5.63	/DU/DAY	447	2,517	654,319	0.4%	\$2,581	0.6%	
130	Industrial Park	6.96	/KSF/DAY	3,225,614	22,450	5,837,071	3.7%	\$18,626	4.2%	
110	General Light Industrial	6.97	/KSF/DAY	3,219,359	22,439	5,834,122	3.7%	\$18,590	4.2%	
310	Hotel	8.23	/DU/DAY	384	3,160	821,683	0.5%	\$2,217	0.5%	
560	Church	9.11	/KSF/DAY	366,651	3,340	868,450	0.6%	\$2,117	0.5%	
710	General Office	11.01	/KSF/DAY	3,313,850	36,485	9,486,227	6.0%	\$19,136	4.3%	
522	Junior High School	11.92	/KSF/DAY	232,605	2,773	720,888	0.5%	\$1,343	0.3%	
520	Elementary School	12.03	/KSF/DAY	371,802	4,473	1,162,923	0.7%	\$2,147	0.5%	
530	High School	13.27	/KSF/DAY	231,782	3,076	799,693	0.5%	\$1,338	0.3%	
610	Hospital	16.78	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
492	Racquet Club	17.14	/KSF/DAY	31,858	546	141,971	0.1%	\$184	0.0%	
	Subtotals for Group 1				106,405	27,665,373	17.6%	\$78,476	17.6%	
	NON-RESIDENTIAL GROUP 2 (21 - 100)									2.7641
848	Tire Store	24.87	/KSF/DAY	67,269	1,673	434,976	0.3%	\$2,231	0.5%	
630	Clinic	31.45	/KSF/DAY	13,111	412	107,207	0.1%	\$435	0.1%	
862	Home Improvement Superstore	35.05	/KSF/DAY	250,084	8,765	2,279,015	1.5%	\$8,295	1.9%	
817	Nursery (Garden Center)	36.08	/KSF/DAY	13,897	501	130,364	0.1%	\$461	0.1%	
720	Medical-Dental Office Building	36.13	/KSF/DAY	275,493	9,954	2,587,926	1.6%	\$9,138	2.1%	
841	New Car Sales	37.50	/KSF/DAY	218,162	8,181	2,127,081	1.4%	\$7,236	1.6%	
812	Building Materials and Lumber Store	39.71	/KSF/DAY	104,182	4,137	1,075,637	0.7%	\$3,456	0.8%	
814	Specialty Retail Center	40.67	/KSF/DAY	685,461	27,878	7,248,202	4.6%	\$22,736	5.1%	
861	Discount Club	41.80	/KSF/DAY	144,571	6,043	1,571,200	1.0%	\$4,795	1.1%	
820	Shopping Center	42.92	/KSF/DAY	1,825,496	78,350	20,371,075	13.0%	\$60,550	13.6%	
863	Electronics Superstore	45.04	/KSF/DAY	64,954	2,926	760,638	0.5%	\$2,154	0.5%	
813	Free-Standing Discount Superstore	46.96	/KSF/DAY	141,530	6,646	1,728,030	1.1%	\$4,694	1.1%	
816	Hardware/Paint Store	51.29	/KSF/DAY	0	0	0	0.0%	\$0	0.0%	
590	Library	54.00	/KSF/DAY	13,006	702	182,604	0.1%	\$431	0.1%	
815	Free-Standing Discount Store	56.63	/KSF/DAY	484,169	27,418	7,128,808	4.5%	\$16,059	3.6%	
843	Automobile Parts Sales	61.91	/KSF/DAY	42,082	2,605	677,380	0.4%	\$1,396	0.3%	
730	Government Office	68.93	/KSF/DAY	78,983	5,444	1,415,516	0.9%	\$2,620	0.6%	
565	Day Care Center	79.26	/KSF/DAY	51,624	4,092	1,063,847	0.7%	\$1,712	0.4%	
831	Quality Restaurant	89.95	/KSF/DAY	104,767	9,424	2,450,190	1.6%	\$3,475	0.8%	
880	Pharmacy/Drugstore	90.06	/KSF/DAY	17,202	1,549	402,790	0.3%	\$571	0.1%	
	Subtotals for Group 2				206,702	53,742,486	34.3%	\$152,447	34.3%	
	NON-RESIDENTIAL GROUP 3 (100 - <400)									8.9846
732	Post Office	108.19	/KSF/DAY	21,487	2,325	604,416	0.4%	\$2,317	0.5%	
850	Supermarket	111.51	/KSF/DAY	305,121	34,024	8,846,254	5.6%	\$32,897	7.4%	
832	High-Turnover (Sit Down) Restaurant	130.34	/KSF/DAY	129,997	16,944	4,405,388	2.8%	\$14,016	3.1%	
444	Movie Theater With Matinee (See Report)	375.92	/SC/DAY	12	4,511	1,172,870	0.7%	\$1,294	0.3%	
844	Gasoline/Service Station (Avg. 844, 845,846)	161.39	/VFP/DAY	130	20,981	5,454,982	3.5%	\$14,016	3.1%	
912	Bank	265.21	/KSF/DAY	73,293	19,438	5,053,889	3.2%	\$7,902	1.8%	
	Subtotals for Group 3				98,222	25,537,800	16.3%	\$72,441	16.3%	
	NON-RESIDENTIAL GROUP 4 (>400)									34.5386
834	Fast-Food Restaurant	496.12	/KSF/DAY	63,787	31,646	8,227,975	5.2%	\$26,437	5.9%	
851	Convenience Market (24-Hour)	737.99	/KSF/DAY	23,863	17,610	4,578,684	2.9%	\$9,890	2.2%	
	Subtotals for Group 4				49,256	12,806,659	8.2%	\$36,328	8.2%	
	NON-RESIDENTIAL GROUP 5 (SPECIAL)									0.1661
411	City Park	1.59	/AC/DAY	152	242	62,837	0.0%	\$303	0.1%	
566	Cemetery	4.73	/AC/DAY	28	131	34,188	0.0%	\$55	0.0%	
430	Golf Course	5.04	/AC/DAY	48	243	63,240	0.0%	\$96	0.0%	
	Subtotals for Group 5				616	160,265	0.1%	\$455	0.1%	
	TOTALS				603,373	156,876,922	100.0%	\$445,000	100.0%	

Enter Revenue Desired: \$445,000

City of Tigard
Street Maintenance Fee Study
Summary of Rates

ITE Code	Land Use Category	Street Fee Rate	ROW Fee Rate	Sidewalk Fee Rate	Streetlight Fee Rate	Totals
210	SINGLE FAMILY (DETACHED)	1.0574	0.3569	0.1190	0.5882	2.1214
220	MULTI FAMILY	0.7325	0.2472	0.0824	0.4075	1.4697
	NON-RESIDENTIAL GROUP 1 (0 - 20)	0.8651	0.2920	0.0973	0.4812	1.7356
120	General Heavy Industrial					
252	Congregate Care Facility					
151	Mini-Warehouse					
140	Manufacturing					
311	All Suites Hotel					
150	Warehousing					
864	Toy/Children's Superstore					
890	Furniture Store					
320	Motel					
130	Industrial Park					
110	General Light Industrial					
310	Hotel					
560	Church					
710	General Office					
522	Junior High School					
520	Elementary School					
530	High School					
610	Hospital					
492	Racquet Club					
	NON-RESIDENTIAL GROUP 2 (21 - 100)	4.9692	1.6771	0.5590	2.7641	9.9694
848	Tire Store					
630	Clinic					
862	Home Improvement Superstore					
817	Nursery (Garden Center)					
720	Medical-Dental Office Building					
841	New Car Sales					
812	Building Materials and Lumber Store					
814	Specialty Retail Center					
861	Discount Club					
820	Shopping Center					
863	Electronics Superstore					
813	Free-Standing Discount Superstore					
816	Hardware/Paint Store					
590	Library					
815	Free-Standing Discount Store					
843	Automobile Parts Sales					
730	Government Office					
565	Day Care Center					
831	Quality Restaurant					
880	Pharmacy/Drugstore					
	NON-RESIDENTIAL GROUP 3 (100 - <400)	16.1521	5.4513	1.8171	8.9846	32.4052
732	Post Office					
850	Supermarket					
832	High-Turnover (Sit Down) Restaurant					
444	Movie Theater With Matinee (See Report)					
844	Gasoline/Service Station (Avg. 844, 845,846)					
912	Bank					
	NON-RESIDENTIAL GROUP 4 (>400)	62.0920	20.9560	6.9853	34.5386	124.5720
834	Fast-Food Restaurant					
851	Convenience Market (24-Hour)					
	NON-RESIDENTIAL GROUP 5 (SPECIAL)	0.2986	0.1008	0.0336	0.1661	0.5991
411	City Park					
566	Cemetery					
430	Golf Course					

**Summary of Fees for All Maintenance Elements
Citywide Maintenance of ROW and Sidewalks Included**

Land Use Category	Street Maint.	Citywide ROW Maint.	Citywide Sidewalk Maint.	Street Light and Signal System Maint.	Total
Single Family	\$ 1.0574	\$ 0.7930	\$ 0.2643	\$ 0.5882	\$2.7030
Multi-Family	\$ 0.7325	\$ 0.5494	\$ 0.1831	\$ 0.4075	\$1.8726
Group 1	\$ 0.8651	\$ 0.6488	\$ 0.2163	\$ 0.4812	\$2.2114
Group 2	\$ 4.9692	\$ 3.7269	\$ 1.2423	\$ 2.7641	\$12.7024
Group 3	\$16.1521	\$ 12.1141	\$ 4.0380	\$ 8.9846	\$41.2889
Group 4	\$62.0920	\$46.5690	\$ 15.5230	\$34.5386	\$158.7226
Group 5	\$ 0.2986	\$ 0.2240	\$ 0.0747	\$ 0.1661	\$0.7634

Estimated Costs:

- Assumption of Citywide maintenance for rights-of-way costs requires approximately \$600,000 revenue annually. The calculations for the ROW maintenance on the Citywide scenario are based on that revenue. The Study Report estimated \$270,000 annually for maintenance on collectors only.
- The estimated cost for sidewalk repair and maintenance Citywide is \$200,000. The calculations for the fee on the Citywide scenario for this maintenance element are based on that amount. The Study Report estimated \$90,000 annually for sidewalk repair and maintenance on collectors only.

Note:

The table above shows the estimated fee requirements for including Citywide ROW and Sidewalk maintenance. However, the current code requires the homeowner for each lot to maintain both the ROW and sidewalk between the curb and the property line for those streets that have curb and sidewalk. The assumption of this responsibility by the City is therefore not only a question of cost, but is also a matter of policy. The change in policy direction should also be taken into consideration in the overall discussion for Citywide assumption of this responsibility.

To: Tigard City Council

Copies to:

Mayor/Council ☒

City Manager ☒

Council File ☒

Other:

Car Duenas

From: Paul Hunt

10320 SW Century Oak Dr.

Tigard, Oregon 97224

This letter is questioning what I understand the city is considering to raise more money from the tax payer. I will be making statements based on facts that have been given to me in conversation but which I have no way of verifying. If any of them are incorrect I would be happy to have corrected facts.

My concern is about a council meeting on March 18, 2002 where the staff will be presenting a plan under consideration for raising money to finance city services. It is my understanding a committee was appointed to study how the city can maintain the city right of ways.

Until recently the city maintained the right of way along Durham Road (and possibly other city streets). They recently withdrew this service saying they no longer could have the financial means to continue this. Now it is my understanding they are considering a means of taxing (although they will probably call it a users fee) the citizens to resume this service. This would be accomplished by increasing the water and sewer billing by an add on. This bill currently is one of the largest monthly service bill many of us pay. To add to it would present a great hardship in many instances. Not only are is the city considering using this new tax as a means of paying for maintenance of property owned by the city but also paying for street lighting which is now paid for by property taxes. Since the amount of property tax is limited by law the city appears to be locking for a loop hole to by pass this limitation and increase the tax on Tigard citizens. I assume if this is legal they could also increase the fee to support operation of the library. How can you, in all good conscience, add a new tax to provide services that you have covered by property taxes for years?

Another area that concerns me is the timing of this consideration. It is my understanding the staff will make the presentation on March 18th but will not ask for a consideration at this time. Why? Because of the adverse action this would generate on the library bond vote that is on the ballot for May. I am very much in support of the library bond issue.

I have supported the city, including its bond issues, for a number of years but feel this is a very underhanded and deceptive way of increasing taxes. I was proud to serve on the council for eight years because I felt they operated above board and were honest with the citizens. I would not be proud to be on the council if this increase passes without a vote of the tax payer. It is also my understanding, since the city will consider this as a user fee and not a tax, it does not have to go to a vote of the tax payers. I don't think I could sleep very well if I was a member of the city council or the city staff promoting if the tax is approve with out a vote of the taxpayer.



RECEIVED C.O.T.

MAR 07 2002

Administration



MEMORANDUM CITY OF TIGARD

13125 SW Hall Blvd.
Tigard, OR 97223
Phone 503-639-4171
Fax: 503-624-0752

TO: Mayor and City Councilors
Bill Monahan, City Manager

FROM: Gus Duenas
City Engineer

DATE: March 7, 2002

SUBJECT: Comments in Response to Letter Received March 7, 2002
from Mr. Paul Hunt Opposing the Street Maintenance Fee

Attached is a letter from former City Councilor Paul Hunt opposing implementation of the Street Maintenance Fee. The following responses are to clarify the intent of the Street Maintenance Fee and to respond to some of the concerns expressed in Mr. Hunt's letter.

Background

The Street Maintenance Fee is a user fee intended to primarily provide a source of revenue for performing preventative and corrective maintenance on the City streets. The State Gas Tax has not been increased in a decade and by next fiscal year will cease to be a viable source of funding for greatly needed pavement overlays and slurry seals on the City streets. As the Maintenance Fee Study Report states, the City has a maintenance backlog of approximately \$2 million in reconstruction, pavement overlays and slurry seal work. Without an infusion of new funding for this basic preventative maintenance work, the City's street infrastructure would swiftly deteriorate to the point where the only remedy would be expensive reconstruction. The Street Maintenance Fee has been successfully implemented in a few other cities in Oregon. The calculations are based on the Institute of Transportation Engineers trip generation rates, which are nationally recognized and widely accepted. These trip generation rates are the basis for the Countywide Traffic Impact Fees that we now collect from new development.

The Transportation Financing Strategies Task Force was created to evaluate new sources of funding for both maintenance of the existing infrastructure and expansion of the major streets to meet current and future traffic demands. The Street Maintenance Fee was recommended by the

Task Force. Council directed the Task Force to perform a study to determine the feasibility of implementing such a fee and report the findings to Council.

Maintenance Elements

The basic maintenance element in the Street Maintenance Fee Study is corrective and preventative maintenance of the streets. We included street light and traffic signal system energy costs and maintenance to our study primarily because the **street lights and traffic signal systems are funded totally from State Gas Tax funds, not from General Fund dollars**. As such, they reduce the amount available for corrective and preventative maintenance of the street infrastructure. Funding those costs from the Street Maintenance Fee would free up gas tax dollars to possibly commit to revenue bonds to widen one or more of the major streets in the City. It could also allow the City to construct selected sidewalk projects to enhance transit stops and to provide for better pedestrian access to local schools from surrounding neighborhoods. These projects would be intended to enhance safety for users of the transit system and for school children to walk to and from the schools they attend. These two maintenance elements (street maintenance and street light and traffic signal system maintenance) are our high priority elements because we now do street maintenance and pay for the street lights and traffic signals from gas tax revenues.

The rights-of-way and sidewalk maintenance are add-ons because we do not do them now and most likely will not be able to do them unless new funding is provided to support those two activities. Prior to approval of this fiscal year's budget (FY 2001-02), there was an extensive evaluation performed for rights-of-way and sidewalk maintenance on a limited basis on collector streets. The conclusion reached through the budget approval process is that maintenance could not be included in this fiscal year's budget without seriously crippling the City's preventative maintenance program. Hence, those elements were not included in this fiscal year's budget, and most likely will not be included in future budgets without an alternative source of funds to provide the revenue to support the effort. The Task Force felt that these two add-ons should be included in the study to determine the impact on the overall fees for each land use category.

Timing for Possible Implementation

The Task Force presented its initial report and received Council direction to perform the study on August 28, 2001. We performed the study with our in-house staff. Some elements of the study were extremely time-consuming. The most difficult and lengthy portion was the need to inventory the commercial entities in the City. In many cases, we had to physically review the properties and determine the existing uses on them to compute the square footage for the calculations. It took us approximately four months to complete the work. We then presented the preliminary findings to the Task Force at the Task Force meeting on January 17, 2002. The Task Force directed the preparation of the report, reviewed the draft report at its meeting on February 21, 2002, and approved it for submittal to Council for discussion and further direction. The following is the tentative time frame we propose to follow for possible implementation:

- March 19, 2002: Presentation of Draft Street Maintenance Fee Report to Council at a Workshop Session for discussion and direction

- April through June 2002: Meetings with some of the commercial entities that would be charged the most based on our fee calculations to explain the reasons for the fee and to gauge reactions to the possible implementation
- July 2002: Bring back Street Maintenance Fee to Council with input from those businesses for further discussion and decision
- August 2002: Implement Street Maintenance Fee

Summary

There is an urgent need to find alternative sources of funding for both maintenance of the existing street network and expansion of key major streets to meet current and future traffic demands. The Street Maintenance Fee is a user fee based on widely accepted trip generation rates published by the Institute of Transportation Engineers. The implementation of the fee to cover the maintenance costs for basic street maintenance and the street lights and traffic signal system costs would free up gas tax dollars for possible use in projects to enhance safety and to finance future expansion of the most heavily traveled streets in the City. The Task Force chose to include the maintenance elements of rights-of-way and sidewalk maintenance because there has been interest from some citizens in including those elements. However, they are optional at this point because we are not budgeted for that work and most likely would not assume that responsibility without funding to support the work.

Attachment

c: Transportation Financing Strategies Task Force members
 Mr. Paul Hunt

I:\Eng\Gus\Memorandums\Comments in Response to Letter from Paul Hunt.doc

AGENDA ITEM # _____
FOR AGENDA OF 3/19/02

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Discuss options available for Cook Park Concessions Operations

PREPARED BY: Dan Plaza DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Discuss options available for Cook Park Concessions Operations.

Council is being asked to consider this item since the City has several concession operation options, which will require City Council direction. Two of our options would be to seek an RFP, awarding a concession contract to a sole vendor, using an exemption to the competitive bidding requirements, or preparing a supplement (addendum) to the Atfalati Recreation District Agreement.

The options to be considered by Council are:

- Offer to the State Commission for the Blind, the opportunity to provide vending services in Cook Park;
- Have a competitive solicitation process (either an invitation to bid or a request for proposals), in which the City would provide the solicitation to the Commission, making sure that the Commission is informed of the opportunity to submit a bid or proposal and that a contract will be awarded, as required by ORS 346.530
- Use an exemption to the competitive bidding requirements, without giving the Commission the first opportunity to present an offer, (possible exemptions include contracts under \$25,000, contracts with other public agencies, and, arguably, personal services contracts); or
- Work with the City Attorney to prepare a supplement (addendum) to the Atfalati Recreation District Agreement, dated 2/2/98, to provide more detail (as contemplated in the agreement) concerning the construction and operation of a concession stand at Cook Park. As an agreement among property owners relating to management of the real property, it should not be subject to public contracting rules and should avoid problems with ORS Chapter 346.

STAFF RECOMMENDATION

Staff recommendation would be for City Council to direct staff to work with the City Attorney on preparation of a supplement (addendum) to the Atfalati Recreation District Agreement to provide more detail (as contemplated in the agreement) concerning the construction and operation of a concession stand at Cook Park.

INFORMATION SUMMARY

It has recently come to the City's attention that there is a State Statute (ORS 346.510 through 346.570) that states that the Oregon Commission for the Blind has preference in operating concession stands in a City Park.

The Commission for the Blind *currently* operates the vending machine service provided by the City of Tigard. The fact that the City is currently using the Commission for the Blind to operate the City's vending machine service led to the question regarding the operation of a concession stand by the Commission for the Blind in a City Park (specifically Cook Park). In 1998, when the City and the Atfalati Recreation District entered into the agreement, dated 2/8/98, the City had no knowledge of the Commission for the Blind preference statutes.

A memorandum, dated 1/27/02 from the City's Attorney discussed the issue of "Do ORS 346.510 through 346.570 require the City to use the Oregon Commission for the Blind to operate a concession stand in a City Park?"

The Attorney's analysis states, in part, "ORS 346.510 through 346.570 apply to 'vending facilities' on public property. 'Vending facility' is broadly defined to include not just vending machines but 'cafeteria or snack bars for the dispensing of food stuffs and beverages' as well. ORS 346.510 (2). A concession stand is within the definition of vending facilities, and a City Park qualifies as public property. Therefore, these statutes would apply to a concession stand in a City Park."

On February 2, 1998, the City entered into an agreement with the Atfalati Recreation District (ARD). The purpose of the agreement is to set forth the obligations, rights, and responsibilities of the parties (ARD & City of Tigard) concerning the purchase of property, development of property, improvements to property, maintenance of property, and use of developed fields and the related facilities with the expansion of Cook Park. One of the improvements to the property was the development of a "snack shack". The City gave permission to ARD to provide a snack shack for ARD sales operation during the soccer and little league seasons. ARD plans to use the income from the snack shack to help pay for ARD's share of the purchase and development of property at Cook Park. The City Council approved the agreement with the Atfalati Recreation District by approving Ordinance No. 98-02, dated January 27, 1998. The approval of this Ordinance set in motion an agreement that called for ARD to share in the development costs of a new concession stand at Cook Park which would then be operated by ARD to help fund ARD's financial commitments (debt service) as set forth in the agreement. According to the City Attorney, "The agreement was not a contract for vending services on City property by an agreement delineating the respective rights of ARD and the City in the property. The City and ARD can supplement the agreement without violating public contracting law."

Again, this issue has been raised because Atfalati Recreation District wants to operate the new concession stand at Cook Park in order to generate funds necessary to fund ARD's financial commitments (debt service) as set forth in the agreement with the City. Phase II of the Cook Park expansion project is currently out to bid. Therefore, Council direction is needed on the recommended option because Council's decision will impact the bidding for the construction of the concession stand.

OTHER ALTERNATIVES CONSIDERED

- Remove the construction of a concession stand from the Phase II construction of Cook Park

- Opt to have City staff operate a concession stand at Cook Park.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

- City Council Goal #4 - Continue to implement the City Park Master Plan
- Task (5) Continue to implement the Cook Park master plan

ATTACHMENT LIST

- Atfalati Recreation District Agreement with City, approved by City Ordinance No. 98-02
- City Attorney Memo dated 2/20/02

FISCAL NOTES

Funding for Phase II of the Cook Park expansion are derived from the Park SDC's, grant funding, and loan. Development of the concession stand at Cook Park could be a reimbursement from the Atfalati Recreation District

AGREEMENT

The City of Tigard, an Oregon municipal corporation ("City"), has purchased real property defined as the Gray/Lamb Cook Park Addition ("Property") as more particularly described in the attached Exhibit "A", for the sum of \$300,000 and the Atfalati Recreation District, Inc., an Oregon non-profit corporation ("ARD"), will be contributing the sum of \$150,000 towards the purchase of the Property as hereinafter set forth. The purpose of this agreement is to set forth the obligations, rights, and responsibilities of the parties concerning the purchase of the Property, development of the Property, improvements to the Property, maintenance of the Property, and use of the developed fields and the related facilities with this expansion of Cook Park in Tigard, Oregon.

The City and ARD (and its members Tigard Soccer Club [TSC] and Tigard Little League [TLL]) have an arrangement at present whereby TSC and TLL have priority during their seasons for the use of the soccer fields and baseball/softball fields at the present park. The purpose of this agreement is to acknowledge the equity position that ARD will have in the Property being developed and that TSC and TLL will have a priority for the use of the developed Property during their seasons and to acknowledge that TSC and TLL will continue to have priority on the existing ball fields and soccer fields during the development of the Property. The purpose of this agreement is not to reduce the present use that TSC and TLL have in the existing fields, nor is it to give additional benefit as to use of the existing fields, but merely to acknowledge present use and provide for future use of the developed Property.

The purpose of this agreement is to also allow for the consolidation and coordinated use of the present baseball/softball facilities at Cook Park, the existing soccer facilities at Cook Park and the facilities to be developed on the Property. The cooperative efforts between the City of Tigard, ARD, and the various recreational organizations that use the present facilities and the facilities to be developed is desirable to maximize the use for existing organizations and future organizations.

The parties agree as follows:

1. Purchase of Real Property. The present members of ARD, TSC and TLL agree to pay the City a minimum of \$15,000 per year for a period of ten (10) years toward the purchase price of the Property for a total payment of \$150,000. ARD shall have the right to prepay its obligation at any time. The TSC and TLL are presently assessing their members a per-player fee to fund this purchase. To the extent that there are assessed funds that have been collected by ARD for this purchase in excess of \$15,000 per year, ARD agrees to place these funds in a separate account (the Fund), and said funds shall be used upon agreement between the City and ARD as to the use of these funds for purchase, development, improvement and maintenance of the Property. The first payment shall be due August 1, 1997, and each payment thereafter shall be due on May 1 of each year until the entire \$150,000 is paid.

The City and ARD recognize that ARD is soliciting additional members to its organization. It is agreed that should additional ARD members use the Property, they shall be assessed for the use of the Property and funds assessed shall go into the Fund provided for herein. It is further

anticipated by the City and ARD that there will be other uses for the fields to be developed on the Property and users fees charged and collected by the City and that the City will place these funds in the development fund for the Property until the Management Committee ("Committee"), as defined in Paragraph 2, has determined that the development called for in the 1997 Revised Cook Park Master Plan ("Plan") has been substantially completed. At that time, the use of these user fees shall be renegotiated between the City and ARD.

2. Management Committee ("Committee"). The Committee shall consist of two (2) City officials appointed by the City Council for the City, and two ARD representatives, one from TSC and one from TLL, appointed by their respective boards. With input from City staff and the boards, the development and improvement of the Property shall be the responsibility of the Committee within the confines of the City budget and funds becoming available from various sources. The Committee shall develop guidelines for use, scheduling, and maintenance of the Property. Tigard's Department of Public Works shall be responsible for maintenance of the facilities.

3. Mediation of Disagreements. The City and ARD agree that they will mediate any disagreements (including those arising in the Committee) between them and will immediately engage the services of a mediator to resolve their differences with reference to development, improvement, maintenance and use of the Property. Both parties acknowledge that they may have differences and agree in good faith to mediate and resolve all disputes having in mind the protection of the fields and the use of the fields by the maximum number of participants in the City and the

surrounding area. The mediation shall be by agreement in a form per the attached agreement which is attached hereto as Exhibit "B."

4. Goals. The parties agree to the following goals:

- a. To provide an area that can be used by a large number of people for other City events such as the July 4 celebration and Tigard Festival of Balloons.
- b. To provide additional soccer and baseball/softball fields for TSC and TLL and other Tigard based youth and adult soccer and baseball/softball leagues as well as providing these fields to the public (which may be on a fee basis).
- c. To maintain all fields at Cook Park at a high quality by limiting their use by rotation, and provide increased maintenance.
- d. To attract large tournaments and other recreational uses for the Tigard community. A portion of the income from the proceeds would be used to maintain the fields.
- e. To have fields in the city available to the general public for general recreation.
- f. To accomplish the first five goals with limited taxpayer money, but working with the City to share parking, utilities, and combining the strengths of the park and the fields.

5. Construction of Fields and Related Facilities. Subject to the availability of funds ARD will construct appropriate fields on the Property. If the City builds additional facilities at Cook Park, this Agreement may be modified to include the use and operation of those facilities.

The City and ARD agree that the improvements identified in the Plan for the development of the Property benefit the TSC and TLL as well as the general public as a whole. Development and improvement to the Property directly related to ARD and its membership leagues; i.e. playing fields and parking (a percentage to be determined), and snack shacks (and the playground to service the field) are the responsibility of ARD. The City shall be responsible for those improvements that primarily serve the general public; i.e., playing fields and parking (a percentage to be determined), restrooms and pathways. The above are examples and other development projects on the Property will be shared on a negotiated percentage basis between the parties.

6. Provision of Services to Property. City will provide electrical service, garbage collection (including refuse cans and dumpsters), water and sewer service to Cook Park as developed and expanded. City will provide ARD with access to the electrical panel for the sports fields during the recognized season in return for reimbursement, according to a schedule established by the City.

7. Payment of Costs for Annual Maintenance of Sports Fields. The Department of Public Works shall be responsible for a base level of maintenance for the sports fields such as mowing, watering, and fertilizing, etc., as determined in its annual budget process. If ARD wishes a higher level of maintenance on the sports fields and related facilities than the City is providing, then ARD may either provide such maintenance (with approval of the City) and be responsible for the cost, or it may negotiate these services and costs on an annual basis with the City.

8. Maintenance and Repair of Facilities. During the recognized TSC and TLL seasons, ARD shall remove all litter and garbage to approved receptacles provided by the City and

keep the Property in a clean and safe condition. ARD shall be responsible for lining all sports fields. Whether fields are suitable for play on a day-to-day basis shall be the sole decision of the City's Public Works Director or designee. The City shall require any other user of the Property to leave the Property in good condition and repair, including removal of litter and debris from the Property when the use is completed. The City and ARD recognize a use of the fields is a resting period for the fields, and that this resting and rejuvenation period for the fields is to be considered as a use of the fields when determining other uses of the fields.

9. Improvements. ARD may make temporary or permanent improvements to the Property only with permission of the City Public Works Director consistent with the Plan and City financial processes. The City gives permission to ARD to provide a snack shack for ARD sales operation during the TSC and TLL recognized seasons. The City shall approve the type and placement of any improvement, including a snack shack, and shall receive funds to cover the cost of electricity to service the snack shack or actual cost as determined each year by the City's Public Works Director. All improvements to the Property shall be constructed consistent with all local and state legal requirements. Any improvement is the property of the City. Upon completion of the Plan, the City shall adopt a financial plan to fund its obligations under this Agreement.

10. Priority in Use of Sports Fields. The City has the right to schedule community events in Cook Park. The City and the Committee recognize that ARD has priority to use the sports fields for conducting TSC and TLL activities during the appropriate recognized TSC and TLL seasons. This priority of use allows ARD first option to use the sports fields and related facilities during TSC and TLL recognized seasons. Other persons or entities desiring to use the

Property for any purpose during the recognized seasons would have secondary priorities. Community events may preclude use of sports fields and related facilities by ARD; prior to scheduling these events the Committee shall be consulted.

11. Scheduling Other Uses of Property. ARD shall provide the Committee with a schedule of days and times of use and suggestions for field rejuvenation prior to February 1 of each year. The City shall schedule ARD reservation for the Property and review and schedule ARD's requests for other City fields. Reasonable use of the Property by other users consistent with ARD recognized TSC and TLL seasons, will be scheduled by the City utilizing a permit process.

12. Insurance. ARD and/or the specific member will maintain, in full force and effect during the term of this Agreement public liability and property damage insurance, including bodily injury, property damage, and personal injury insurance, covering ARD's and/or its member league's sponsored activities on the Property during the recognized sports seasons. This insurance shall cover all claims which might arise from operations and activities under this Agreement or pertaining to ARD's and/or its member league's activities directly and shall carry the City as an "Additional Insured."

The insurance policy will be with a carrier allowed to transact business in Oregon. The policy of insurance maintained by ARD and/or its member league shall provide at least the following limits and coverages: General Liability and Property Damage and shall have a minimum liability of one million dollars for any one occurrence. ARD's and/or its member league's insurance policy shall contain provisions that such policy shall not be canceled or their limits of liability reduced without thirty (30) days prior written notice to the City Risk Manager. ARD

and/or its member league shall provide the City with Certificates of Insurance in a form satisfactory to the City certifying the issuance of such insurance. The Certificates shall be forwarded to: Risk Manager, City of Tigard, 13125 SW Hall Blvd., Tigard, Oregon, 97223. Such certificates must be delivered prior to commencement of the terms of this Agreement.

The procuring of such required insurance shall not be construed to limit ARD's and/or its member league's liability hereunder. Notwithstanding said insurance, ARD and/or its member league shall be obligated for the total amount of any damage, injury, or loss caused by negligence or neglect connected with this Agreement.

13. Cooperation in Parks Planning. City has and will continue to involve the community in the planning for Cook Park, and design and construction of improvements to the Property. The City, TSC, TLL, neighbors and others have participated as members of the Cook Park Task Force. Through their efforts, and that of a consultant, the Plan has been developed. Public meetings have been held throughout the process. In the future, City will give notice of public meetings regarding its parks planning process, when revisions to the Plan are under consideration.

14. Term. This Agreement becomes effective on the date it is signed by both parties and will continue for a ten (10) year term which shall begin on August 1, 1997.

15. Ten Year Review and Termination of Agreement. Within a one-hundred and twenty day (120) period prior to the conclusion of the initial ten (10) year cycle, and each ten (10) year anniversary thereafter, ARD and City shall conduct a mutual review of this Agreement and modify or terminate the Agreement if both parties determine that such a modification or termination

is in the public interest. If at any time the Agreement is terminated and the property remains available for active recreational use by ARD, or the Property becomes unusable for recreational purposes, then no remuneration is required for either party. If at any time the Agreement is terminated and the Property will be unavailable for ARD use as outlined in this Agreement, then the City will either dispose of the Property or provide ARD with a replacement facility equal to or better than the Property. If a disposition of the Property occurs, the proceeds of the disposition shall be split 50 per cent to the City and 50 per cent to ARD or its successors (after deduction of the actual costs of disposition). This Agreement may also be terminated by either party for a material breach of its terms. The non-defaulting party shall give a written notice of default and opportunity to cure at least thirty (30) days before terminating the Agreement for cause. Upon termination, ARD shall remove all of its equipment from the Property and leave the premises in good order and repair.

16. Entire Agreement. This Agreement is the entire agreement between the parties. Except as provided in Paragraph 16, any modification to this Agreement must be in writing and approved by both parties.

17. No Partnership. ARD and the City are not partners or joint venturers. Neither party is responsible for the actions of the other in the use of the Property.

18. Anti-Assignment. This Agreement may not be assigned by either party without written consent of the other party.

19. Public Contracts Requirements: Anti-Discrimination. The City agrees to comply with the provisions of ORS 279.310 to 279.320, relating to mandatory provisions in public

contracts relating to payment of laborers, payment of claims, environmental and natural resources laws and other matters, which statutes are incorporated herein for improvements undertaken by the City. The City and ARD agree not to discriminate in the scheduling or use of the Property against persons on the basis of race, religion, color, national origin, sex, age, marital status, disability, or political affiliation.

20. Authority to Execute Agreement. This Agreement shall be approved by an ordinance of the Tigard City Council. ARD represents that the person signing the Agreement on its behalf has authority to sign the Agreement.

DATED this 2ND day of ~~August, 1997~~ ^{FEBRUARY, 1998} *see*

CITY OF TIGARD

ATFALATI RECREATION DISTRICT, INC.

By: [Signature]

By: [Signature]

As its: CITY MANAGER

As its: President

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*Approved by City Council
Ordinance # 98-02*

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MEMORANDUM

TO: John Roy, Facilities Manager, City of Tigard

FROM: Gary Firestone, City Attorney's Office

DATE: February 20, 2002

RE: Concession Stand in Cook Park

This memorandum is a follow-up to the previous memorandum dated January 27, 2001, regarding vending services.

ISSUES

1. What approaches can the City take to the provision of vending services in Cook Park, assuming that the vending services will be operated pursuant to a public contract entered into between the City and the person or entity providing the services?
2. Are there alternative approaches to the operation of a concession stand in Cook Park that do not treat the agreement to operate the stand as a public contract?
3. What is the effect of the February 1998 agreement with Atfalati Recreation District?

ANSWER

Assuming that the agreement for operation of the concession stand will be considered a public contract, the City will have three basic options. The City has a fourth option that is based on Atfalati's interest in the property as an equitable owner. Option 1 under public contracting law is to offer to the state Commission for the Blind the opportunity to provide vending services in the park. If the Commission wants to provide the services, the City would then enter into an agreement with the Commission. Because the Commission is a public agency, the contract would be exempt from competitive solicitation rules. If the Commission is not interested, the City could then enter into a contract pursuant to its normal public contracting rules.

Option 2 is to have a competitive process in which the city issues an invitation to bid or a request for proposals, providing the ITB or RFP to the Commission, with an express invitation to submit a bid or proposal and notifying the Commission that the City will be entering into a contract for the concession stand, including vending services. If the Commission submits a bid or proposal and the City awards the contract to someone other than the Commission, the City would have to notify the Commission of the award and the reason the contract was not awarded to the Commission. Cost to the City is a sufficient reason to not award the contract to the Commission.

Option 3 is to use an exemption to the competitive bidding requirements, without giving the Commission the first opportunity to present an offer. If the City adopts this approach, it will have to provide the Commission with notice at least 30 days prior to the date it enters into the contract and must give the Commission the opportunity to match the offer. Possible exemptions include contracts under \$25,000, contracts with other public agencies, and, arguably, personal services contracts.

The City has authority under TMC 7.52.080(a) to issue permits for concessions. However, the City can recoup only its costs in the permit fee. The City could couple the concession permit with a lease in which the City could (and should) maximize the income to the City. However, if the existing agreement with Atfalati Recreation District (ARD) did not exist, the City would have a difficult time justifying a lease if it is not entered into by some type of competitive process. The lease could be considered a lease of a "public improvement," which would make the lease a public contract, or the lease could be considered a public contract if the amount of the lease payments were dependent on the volume of business. Furthermore, the permit to operate the concession stand and possibly the lease would be subject to the rules giving the Commission for the Blind a preference in providing vending services on public property. If this approach is used, the City would have to determine what the best deal is that it can reach with a prospective tenant/permittee and determine whether the Commission is able to match the offer. This approach could lead to legal challenges. However, the existing agreement with ARD creates options that otherwise would not be available.

Option 4 is to supplement the existing agreement with ARD as a contract that is not a "public contract." In 1998, the City entered into an agreement with ARD. That agreement recognized that ARD has an equitable ownership interest in the Cook Park addition. The agreement was not subject to the public contracting rules because it relates to real property rather than to goods or services. The agreement gives the right to a "snack shack," but in the context of ARD's equitable property rights. Although the Commission could take the position that the City violated ORS 346.530, this was not a contract for vending services on City property but an agreement delineating the respective rights of ARD and the City in the property. The City and ARD can supplement the agreement without violating public contracting law and should be able to avoid violating the Commission's preference.

ANALYSIS

Options Under Public Contracting Law

Option 1

One option is simply to offer the Commission for the Blind the opportunity to provide vending services and enter into an intergovernmental agreement with the Commission. This would satisfy the statutory preference given to the Commission (ORS 346.510 through 346.570) and would also come within the exemption to public contracting rules for agreements entered into with other government agencies. ORS 279.015(a); AR 10.010.1.a.

If the Commission decides not to offer to provide the vending services, the City would then be able to enter into an agreement with another party under the public contracting rules (including applicable exemptions).

Option 2

The second option is to have a competitive solicitation process (either an invitation to bid or a request for proposals), in which the City would provide the solicitation to the Commission, making sure that the Commission is informed of its opportunity to submit a bid or proposal and that a contract will be awarded, as required by ORS 346.530. If the contract is then awarded to someone other than the Commission, the City would have to provide notice to the Commission of the award and the reason why the Commission did not get the contract. ORS 346.530(2). A difference in terms and conditions is a sufficient justification. See ORS 346.530(2)

Option 3

The third option under the public contracting rules is to award the contract under an exemption provided in the public contracting rules. Under this option, the Commission would have to be given the opportunity to obtain the contract on the same terms as the person awarded the contract. This easiest way to do this is simply to determine what the best deal for the City is and give the Commission the opportunity to match the deal. The City would have to make sure that the Commission is given notice of the contract 30 days before it is entered into, and, if the Commission makes any offer, provide the Commission with a justification for not awarding the contract to the Commission. ORS 346.530.

Several options to proceed under an exemption may be possible. The City could enter into an agreement with another government agency. ORS 279.015(1)(a); AR 10.010.1.a. If the value of the

services provided is less than \$25,000, the City could use the exemption provided by AR 10.010.1.c and 10.015. The City would have to obtain competitive quotes for contracts using this exemption. AR 10.015. Finally, the City may be able to take the position that the City is offering the concession services to the public and that the contract is for professional services in managing the City's concessions. However, there is at least some doubt as to whether the contract would constitute a professional services contract under AR 70.000. If the agreement can be classified as a personal services contract, the City would still have to follow either the formal or information selection procedures of AR 70.020.

Alternatives to Public Contracting Law

TMC 7.52.080(a) implicitly authorizes the City to issue permits for concessions in City parks. A permit is not a contract, so a permit is not subject to public contracting rules. However, a City can charge only permit fees for the permit.

The City has inherent authority to lease City-owned property. Real property transactions are not normally considered to be a public contract. However, in this case the lease may arguably be subject to the public contracting rules. Some may argue that the lease is a lease of public improvements and therefore a public contract as defined by ORS 279.011(6), which defines "public contract" as "any purchase, lease or sale of personal property, public improvements, or services" other than personal services. However, "public improvements" is defined narrowly to essentially mean public improvement projects rather than completed public improvements.

A more troubling argument is that the combination of a lease and a permit may be considered to be a public contract because together they amount to an agreement that involves the provision of services. Furthermore, even the lease by itself could be subject to the public contracting rules if the lease contains provisions relating to the provision of services and not just use of the property. A lease provision making the amount to be paid dependent on the volume of business could make the agreement subject to the public contracting rules.

Assuming the lease is a lease of real property, the City's rules relating to transfer of real property generally apply to sales and not to leases. In the absence of statutory or code regulations governing the lease of City property, the City (and in particular the City Manager who has authority under Charter Section 20A.2(j) over City property) has an obligation to manage the property in the best interests of the public and the City. A misuse of City resources could be treated as a misuse of City funds. Therefore, any lease that does not result in maximum financial benefit to the City would have to be justified as meeting some other public interest. The only way to assure that the City gets the maximum financial benefit would be to provide some type of competitive process for the lease.

Any attempt to structure the transaction as a permit and a lease could be subject to legal challenge that some aspect of the overall arrangement is a public contract. If the City decides to adopt this approach, it would still have to comply with the preference given to the Commission. It would have to provide the Commission advance notice and the opportunity to submit an offer.

Another option under these particular circumstances is to provide more detail to the existing agreement with ARD, as discussed in the next section.

The Effect of the Contract with Atfalati Recreation District, Inc./Option 4

The February 1998 agreement with ARD relates to the use of real property between two parties, each of which have an interest in the property. Under the terms of the Agreement, the City recognizes that ARD has equitable rights in the property, including the right to have a "snack shack." The agreement, because it relates to real estate rather than to the provision of goods and services, should not be considered a "public contract" subject to competitive bidding requirements imposed by state statute or the City's administrative rules.

It is less clear whether the City should have advised the Commission about the 1998 agreement. The Commission could take the position that the agreement included a provision authorizing ARD to provide vending services on public property and that notice to the Commission was therefore required. However, the City has a reasonable argument that this was a division of rights among equitable property owners and that it therefore was not the granting of a contract for vending services that required notice to the Commission.

The better position is that the 1998 agreement was a valid real property agreement and not a contract for vending services. The City therefore can take the position that the contract is valid and in effect. The agreement gives the right to ARD to have a snack shack, a right that ARD exercises as part of its equitable interest in the property. That right remains in effect, and the City and ARD can supplement the agreement to provide more detail (as contemplated in the agreement) concerning construction and operation of the concession stand. As an agreement among property owners relating to the management of the real property, it should not be subject to public contracting rules and should avoid problems with ORS Chapter 346.

This situation does point out that there may be some opportunity for the provision of vending services elsewhere in Cook Park or in other city parks. The City has an obligation to identify opportunities for vending services on all public property it controls and to periodically inform the Commission of any such opportunities. ORS 346.530. The agreement with ARD does not give ARD the exclusive right to operate concessions in the park. In complying with the requirement to provide

Memorandum re: Concession Stand in Cook Park
February 20, 2002
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periodic reports to the Commission, it is advisable for the City to inform the Commission of Atfalati's equitable interest in the park and its right as equitable owner to provide concession services. The City should also inform the Commission of any opportunities for vending services that exist in other portions of Cook Park, in other City parks, or on other City property.

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